

GRAIN DEALERS JOURNAL

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Dilts and Morgan, Inc.

General Grain Merchants

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Consignments

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Millers and Grain Buyers
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Buyers and Sellers
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Commission Merchants
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Millers and Grain Dealers
THE SOUTHWEST GRAIN CO.,
Grain Merchants
THE SECURITY ELEVATOR CO.,
Handlers All Kinds Grain
UNION GRAIN CO.,
Grain Dealers

THE ABOVE ARE MEMBERS OF THE
HUTCHINSON BOARD OF TRADE

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ALBANY, GA.

Bush, V. R., flour, feed, grain broker.
Georgia Commission Co., mdsc. and grain brokers.
Martin & Co., Roy, broker, grain and feedingstuffs.

ANNISTON, ALA.

Woodruff Feed Co., dealers grain, hay, feed.

ATCHISON, KANS.

Flair Elevator Co., receivers and shippers.*
Moore-Lawless Grain Co., consgmts., futures, prt. wires.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.
Callaway Grocery Co., The, whole. gro., grain, feeds.
Clinton & Co., O. R., mdsc. and grain brokers.
O'Farrell Brokerage Co., flour, grain, hay, mxd. fds.*
Pitner & Bousse, grain and merchandise brokers.*
Steedman, Wm. E., grain, feed broker.*
Webb Brokerage Co., grain, flour, feed specialty.
Wier Feed & Grain Co., whole. grain, feed, flour.

ATLANTA, GA.

Commercial Exchange Members.
Brooke & Co., T. H., grain, hay, flour, c/s pdts.
Fain Grain Co., W. L., flour, feed, field seeds.*
Gregg & Son, J., wholesale brokers, grain, hay.*
Leonard & Sons, J. T., feedingstuffs, mdsc. brokers.
Martin, Theo. W., broker, grain, flour, hay, mxd. feed.
Smith, Edward E., broker, grain, hay, flour, mxd. feed.
Taylor Commission Co., c/s meal, c/s hulls, fertilizer.*

AUGUSTA, GA.

Board of Commerce Members.
Clark Milling Co., dealers grain & feedstuffs.*
Cranston & Co., A., brokers, grain, hay, feed.
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.
Eve & Co., H. C., grain, c/s pdts., mdsc., brokers.
Fletcher & Co., W. W., brokers, hay, grain, flour, feed.
Hinson, O. W., broker, grain, feed, flour, hay.*
Lamb & Hollingsworth, brokers, grain, flour, feed.*
Robinson Co., P. F., brokers, feed, grain, flour, hay.

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., grain receivers, exporters.*
Baltimore Pearl Hominy Co., corn products.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BESSEMER, ALA.

Curry & Co., J. C., feedstuffs, flour, meal.

BILLINGS, MONT.

Soule, Ralph W., grain and feed broker.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Cecil Brokerage Co., grain, hay, millfeed brokers.*
Cosby Flour & Grain Co., W. M., grn. flour crn. ml.
Guice, Edward T., flour, grain, feed broker.
Hemphill & Co., R. C., mdsc. & grain brokers.
Montgomery Brokerage Co., grain, gr. pdts., hay, mdsc.
Morgan & Co., B. C., broker grain, feed, flour, hay.*
Ramsey & Co., J. E., mdsc., grain, feed, flour broker.
Southeastern Brokerage Co., grain, hay, feed.
Sunny South Grain Co., mfrs, txnd. fd., ctn. sd. ml.
Tennessee Mill & Feed Co., feedstuffs.
Western Grain Co., mfrs, mxd. feed, crn. meal, grts.*
Wood-Crabbe Grain Co., mfrs, crn. ml. grts., gr., hay.*

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.
Bensaquin, Matthew D., grain brokerage, commission.*
Jaquith, Parker, Smith & Co., wheat, barley, millo.*

BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.
Ogg, C. D., mdsc., grain & feedstuffs.
Taylor, C. A., grain, hay, feed broker.

BUFFALO, N. Y.

Corn Exchange Members.
Armour Grain Co., grain merchants.*
Bruso, O. A., grain—strictly brokerage.
Burns, Ebern J., grain and feed merchant.
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Gee-Lewis Grain Co., barley and rye.*

BUFFALO (Continued)

Globe Elevator Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
Heathfield & Co., Inc., W. G., consignments.
McConnell Grain Corporation, commission merchants.*
McKillen, Inc., J. G., receivers and shippers.
Kennedy & Co. Chas. wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Ratliffe, S. M., commission merchant.
Seymour-Wood Grain Co., consignments.*
Townsend Ward Co., The, consignments.*
Urmston Grain Co., grain commission.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.
Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Thistlewood & Co., grain and hay.

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grass products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Grain Exchange Members.
Bagley & Semmes, hay, grain and feed brokers.
Chattanooga Feed Co., grain, feed, hay, cowpeas.
Harbin, A. D., hay, grain and mill feeds.
Hood Feed Co., flour, feeds, field seeds.
Lookout Brokerage Co., grain, feeds, mdsc.
Tennessee River Mfg. Co., corn buyers, corn meal mfrs.
Thomasson & Co., J. T., grain, hay, feed.
Winer Feed Co., food, feed, seed.

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commission merchants.*
Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Requa Bros., wheat a specialty.
Rosenbaum Bros., receivers, shippers.*
Rothschild Co., Moses, receivers and shippers.
Runsey & Co., grain commission.*
Schiffin & Co., F. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Udike Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.
Bingham-Scholl Co., grain merchants.*
Early & Daniel Co., grain, hay, feed.
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., The, receivers and shippers.*
Lake Shore Elevator Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevator Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., receivers, shippers hay & grain.*
Union Elevator Co., The, grain and hay.*

COFFEYVILLE, KANS.

Claiborne Commission Co., commission merchants.*

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.

COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.*
Dexter & Hamburger, grain, hay, feed, flour brokers.*
Joseph Co., Dan, grain, grain products.*
Watkins & Co., L. C., mdsc. and grain broker.

CRAWFORDSVILLE, IND.

McCardle-Black Co., grain commission merchants.

CULLMAN, ALA.

Ponder & Kelley, grain, feed, gen'l mdsc.

DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.
Rothschild Co., S., grain, c/s products, rice b/p.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whole. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Adv & Crowe Merc. Co., The, grain and hay.
Best & Co., J. D., corn, oats, barley.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy and sell grain and beans.*
Elder Grain Co., F. W., "Always Working."
Flanley Grain Co., wholesale grain.
Gallagher Grain Co., grain merchants.*
Hungarian Grain Mills, wheat, corn, oats, etc.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.*
Thompson Merc. Co., The, W. F., wholesale hay.
Warwick Grain Co., buyers & sellers all kinds of grain.

DES MOINES, IOWA.

Board of Trade Members.
Anderson Co., D. L., grain merchants.*
Bart & Co., W. H., grain merchants.*
Central Iowa Grain Co., consignments.*
Des Moines Elevator & Grain Co., oats a specialty.
Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Perrine & Co., W. H., commission merchants.*
Taylor & Patton Co., corn and oats.
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain, hay consignments a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DUBLIN, GA.

Barton, J. W., commission merchant.
Farmers Co-op. Elevtr. & Mills, grain and feed.*
Pence, R. T., broker.
Pope, J. T., flour and corn miller.
Smith Brothers, brokers, mdsc., grain, feedstuffs.
Walker, C. L., merchandise broker.

DULUTH, MINN.

Board of Trade Members.
Mitchell Co., W. C., grain commission.*
White Grain Co., shippers all grains.*

FLOYDADA, TEXAS.

Marshall Grain Co., shippers of millo.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

McCardle-Black Co., grain commission merchants.

GADSDEN, ALA.

Alabama Brokerage Co., grain, feed, hay, flr., mdsc.

Gadsden Brokerage Co., feed, flr., hay c/s pdts.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, MISS.

Lyle & Lyle, whole. grain, hay, feedstuffs.

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.

Gulfport Grocery Co., gro., grain, fd., flr., etc.*

Howie & Co., J. B., bkrs., grain, fd., flr., hay.

HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HATTIESBURG, MISS.

Bobo & Co., W. E. bkrs., mdse., grain, hay, fd., dr.
McLain & Co., A. S., grain, feed, mdse. broker.
Merchants Grocery Co., whlse. grocers, grain, fd., dr.

HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.*

HOUSTON, TEX.

Beatty-Archer Co., grain brokers.*
Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S. grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Ayres Grain Co., grain merchants.*
Beyer Grain Co., consignments, mill orders.
Central Grain Co., The, buyers for mills.
Davidson Grain Co., receivers and shippers.
Farmers Co.-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Goffe & Carkener, private wire.*
Graves & Co., T. H., grain merchants.
Hausman-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hinman-Yates Grain Co., receivers & shippers.*
Hutchinson Grain Co., grain merchants.
Hutchinson Term. Elvtr. Co., consignments.*
Kelly Milling Co., Wm., millers of hard wheat.
Jay Hausman & Company, grain merchants.
Jennings Grain Co., C. D., consignments.*
Kansas Grain Co., buyers and sellers.
Larabee Flour Mills Corp., hard wheat millers.
McClure Grain Co., J. B., buyers and sellers.*
Oswald Grain Co., dark hard turkey wheat, specialty.
Pettit Grain Co., L. H., grain merchants.
Prairie Grain Co., buyers & sellers milling wheat.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., receivers, shippers milo kafir.
Union Grain Co., grain merchants.

HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dlrs. gr. & gr. pdts.
Lyle & Lyle, whlse. grain, hay, feedstuffs.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brokerage & com.
Cleveland Grain Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The, Lew. commission & brokerage.
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Menzie Grain & Bkg. Co., Carl D., grain commission.*
Merchants Hay & Grain Co., hay, grain, mill feed.*
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., grain & hay.
Steinhart Grain Co., commission and brokerage.*
Urnston Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Stockbridge Elvtr., track buyers, sellers, gr. & sds.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Aviston Flour Co., feed mfrs. whl. flour, grain.*
Brittain & Co., P. L., mer. bkrs., dlrs. hay, gr., mill pdts.
Green, R. H., whlse. grocers, dlrs. grain, mill feed.
Nall & Co., A. S., grain brokers.
Royal Feed & Mfg. Co., mixed feed mfrs.*

JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedingsuffs, mdse.
Florida Gr. & Elvtr. Co., corn and oats.
Howard Grain Co., whlse. dealers grain, hay, flour.*
Hulsey-Bessent Co., hay, grain, produce brokers.
Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.
Savage & Redavats Co., merchandise & grain brokers.
Smith Co., C. E., gen'l brokers, Havana & Miami.*
Wilson & Parker Co., brokers, grain, feed, hay, etc.*

JASPER, ALA.

Acuff, J. D., buyer white milling corn.
Robins, J. H., grain, hay, feed, flour broker.

KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.
Alfalfa Grain Pdts. Co., everything in the feed line.
Beyer Grain Co., consignments.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Claiborne Commission Co., commission merchants.*
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Elevators Co., grain merchants.*
Fuller Grain Co., consignments.*
Goffe & Carkener, receivers and shippers of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."
Logan Bros. Grain Co., receivers and shippers.*

KANSAS CITY (Continued)

Masters Brokerage Co., H. S., flour, millfeed, grain.
Mensendieck Grain Co., consignments.*
Miller Grain Co., S. H., consignments.
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Moritz & Co., C., consignments.
Norris Grain Co., grain merchants and exporters.
Parker Grain Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.*
Levy & Co., R. T., merchandise and grain brokers.
Security Mills & Feed Co., mfrs. of mixed feed.*
Smith & Co., J. Allen, flour, meal, feed.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Cunningham Commission Co., grain, corn products.*
Caple & Stockton, hay, grain, feed.
Cochran Co., H. K., grain dealers.
Daniel Mill & Elevator Co., Joe, grain, hay, feed.
Darragh Company, hay, grain, mixed feeds.*
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.
Hayes Grain & Commission Co., dealers in grain, hay.*
Munn Brokerage Co., grain, hay, mill feed.*
Niemyer Grain Co., George, grain, hay, mill feed.*
Weinmann Milling Co., Grain, hay, mixed feeds.
Wilson Co., John R., grain brokers.

LIMA, O.

Riddle & Co., T. P., hay and grain.

LINCOLN, NEBR.

Grain Exchange Members.

Barstow Grain Co., W. T., recvrs. and shprs. all grs.
Central Granaries Co., wheat, corn, oats, rye barley.
Cummings Grain Co., M. T., grain, seed, millfeed.
Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster Grain Co., receivers and shippers.
Goch Milling & Elvtr. Co., flour, feed, macaroni pdts.
Lincoln Grain Co., grain merchants.*
Nebraska Corn Mills, meal, pearl hominy, corn, flour.
Paul John M., grain broker.
Western Feed Dealers Supply Co., hay, gr., millfeeds.
Wright-Leet Grain Co., receivers and shippers.

LOS ANGELES, CALIF.

Pacific Grain & C. S. P. Co., grain & c/s meal.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Fruechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Schuff & Co., A. C., specialty white mlg. corn, wh.
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.
National Milling Co., mfrs. mixed feed.*
Mott Brokerage Co., hay, grain, flour, feed broker.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.*
Brown, Walter M., broker & consignments.*
Buxton, E. E., broker and commission merchant.*
Cereal Byproducts Co., everything for mixed feeds.
Clark-Burkle & Co., grain and hay.*
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers, grain.
Hasenwinkle, H. J., consignments.
Horton & Co., J. B., grain dealers.
International Sugar Feed No. 2 Co., mfrs. swt. mx. fd.
Jones, Lee D., grain dealers.*
Lovitt & Co., L. B., cotton seed and peanut products.
Marks & Anderson, wholesale grain, hay, mixed feed.
Memphis Milling Co., high grade mixed feed.*
National Brokerage Co., flour, grain, feed brokers.*
Mississippi Elevator Co., grain dealers, feed mfrs.*
Nessly Co., J. L., broker, com., alf. meal, molasses.*
Patteson & Co., G. E., mfrs. mixed feed, grain.*
Pease & Dwyer, grain, mixed feed.*
Riverside Elevator & Warehouse, broker & whos'man.
Royal Feed & Milling Co., mixed feed manufacturers.
Scruggs-Robinson Co., brok. com. mer. consignments.*
Sessum Coal & Grain Co., grain, mixed feed.

MEMPHIS, TENN. (Continued).

Tate & Co., J. E., wholesale grain dealers.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

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Alley Grain Co., oats, corn, wheat, seeds.*
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Harris, John H., grain and mdse. brokers.
Hayward & Scott, grain brokers & mfrs. agents.
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Lyon & Co., A. J., whlse. gro., grain, feed.
Meridian Grain & Elvtr. Co., gr. dlrs., mxd. fd. mfrs.
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Smith Brokerage Co., grn., gr. pdts., hay, ctn., sd. pts.*
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Threefoot Bros. & Co., whlse. grain, feed, dr., gro.*
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Wernli-Anderson Co., grain commission, screenings.
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Zimmerman, Otto A., barley and oats my specialty.

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Richardson Co., O. A., grain, feed, flour brokers.
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Mero Mills, FLAVO FLOUR, feeds.*
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Reil Mill & Feed Co., grain and feeds.*
Rate, W. R., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., corn, wheat, oats, seeds.*
Wilkes & Co., J. H., grain, flour, feeds.*
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Langenberg Bros. Grain Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall Grain Co., grain, feed, seeds.*
Oklahoma Export Co., grain commission.*
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Luke Grain Co., grain commission.*
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Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
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Herb Bros. & Martin, grain and hay.*
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McCaue, R. S., grain, hay.*
Rogers & Co., Geo. E., grain & hay.*
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Manuay, J. E., whole, feed & grain broker.

Moore & Co., grain, hay, cottonseed pdts.

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Ilv Co., The Chas. H., seed merchants.*

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Ross, Rivers E., flour, feed & grain broker.*

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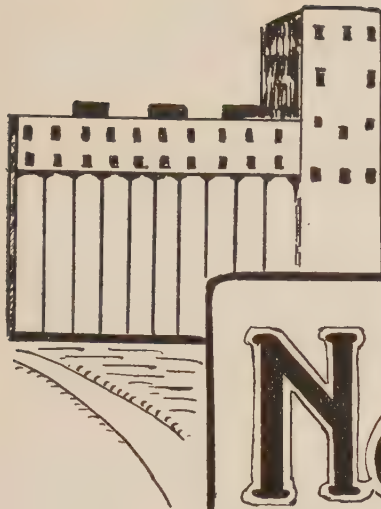
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The War's Donation to "The Second Port"

The war has brought many changes in the business world, some favorable and some unfavorable. New Orleans has not been overlooked. During the last two years of the war New Orleans developed into one of the leading Barley exporting ports of the country. Before the war it was an unusual thing for New Orleans to load out more than one boat load of Barley during an entire season. War orders came and found New Orleans so well prepared to handle the business that the Port is now filling **peace-time** orders in large volumes. The following tabulation speaks for itself:

Barley Exports from New Orleans Since 1915

1915.....	17,815 bus.
1916.....	821,766 bus.
1917.....	8,593,000 bus.
1918.....	8,001,050 bus.
1919.....	7,026,000 bus.

Barley is merely one of the items handled—all other grains move for export and Southern feeding demand thru New Orleans. Are you getting your share of this business? If not, make your connection today with any one of these reliable firms:

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Dealers and exporters in feed articles

W. L. RICHESON CO., INC.,

Export shipping, freight bkg. and fwdg.

CHAS. M. RODD & CO.,

Grain brokers and forwarding agents

LANGENBERG HAY & GRAIN CO.,

Receivers, shippers, exporters

LUNHAM & MOORE,

Forwarding and freight brokerage

CHAS. R. MATTHEWS & BRO.,

Brokers, grain and grain products

GEO. B. MATTHEWS & SONS,

Receivers and shippers, feed mfrs.

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Receivers, shippers, exporters

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ROYAL FEED & MILLING CO.,

Manufacturers of mixed feed

JAMES THOMAS CO.,

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Oyster shells, fine and medium

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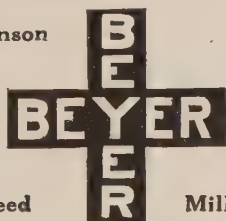
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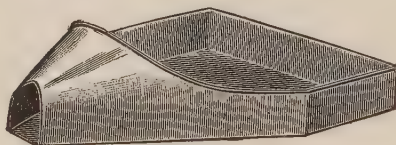
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Good Service
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Ship Us Your Corn, Oats and Wheat

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During the past two years is due to the realization, on one hand, of a large number of country shippers that Denver can serve them a little better, and a realization on the other hand by grain firms at terminal markets all over the country, that Denver offers them exceptional opportunities to fill contracts.

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If you wish to buy or sell grain in carlots write us.

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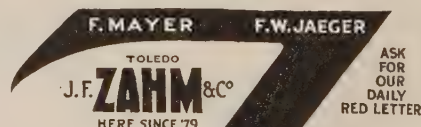
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We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed. Members Toledo Produce Exchange and Chicago Board of Trade.

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New Wheat or Oats
FOR BEST RESULTS

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Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Clover Seed

International Game, played in Toledo, Ohio. Providence does dealing. When "Seedy" favor

C. A. KING & CO.
Like Billy Sunday they deal in cash and futures

There is great satisfaction in trusting your CONSIGNMENTS OF GRAIN AND SEED to a firm you KNOW to be RELIABLE.

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"A. D." meaning Always Dependable

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May be treated by the New Process of Injecting
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Send us samples whenever you can offer any grain
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Consign or Ask Us for Bid

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MODERN FLOUR MILLS

1,000 Bbls. Daily
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Wire your bids for Grain and Hay to

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L. E. SLICK ..Grain..

Call us for track bids
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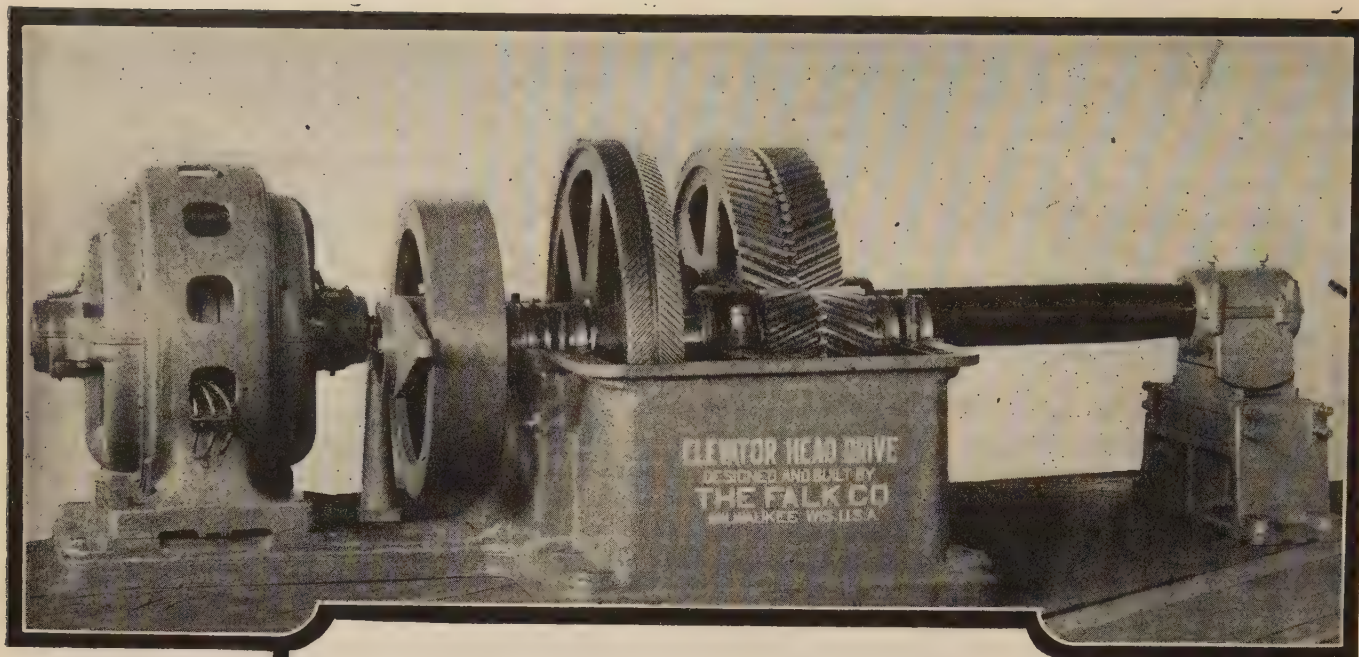
Peoria

Illinois

Figure the amount of advertising
carried—Can you doubt our ability to **Produce Results**

The paper the Grain Dealer
supports, because it supports
the Grain Dealer—

GRAIN DEALERS JOURNAL



Ready for the World's Most Modern Elevator

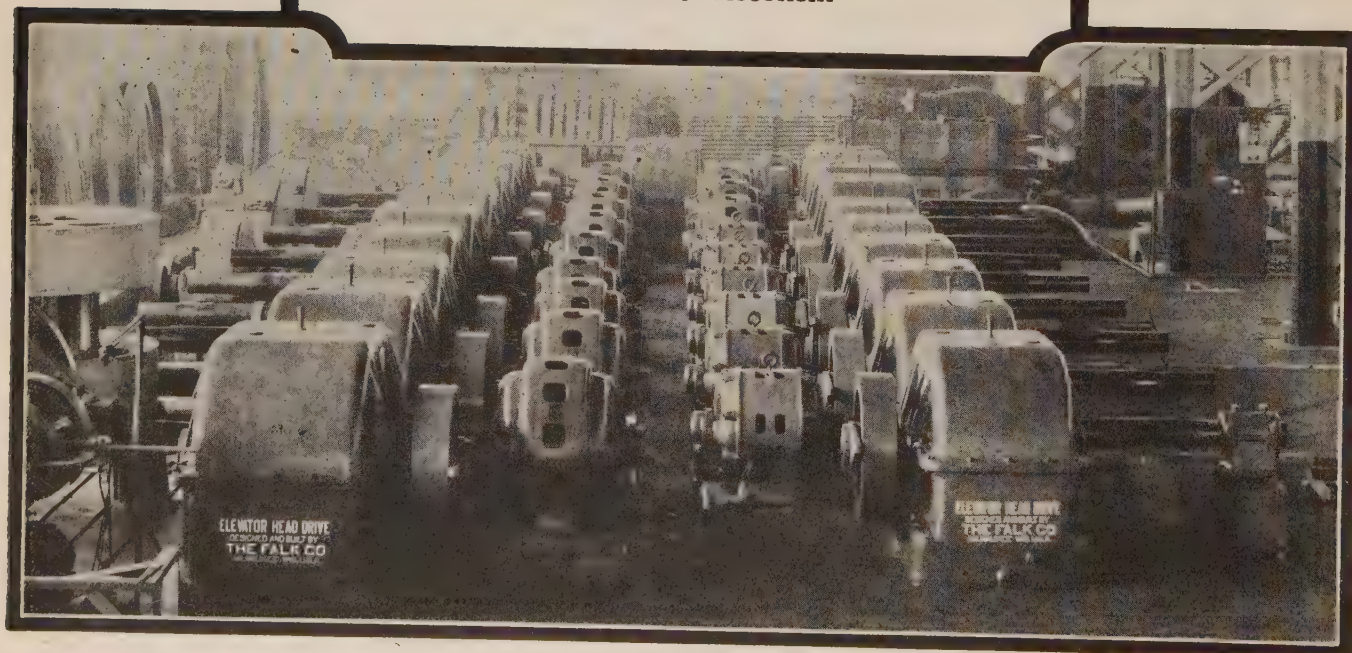
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.


THE FALK CO.

Milwaukee, Wisconsin



DENVER ALFALFA MILLING & PRODUCTS COMPANY
 McCLAVE, COLORADO


DRIVEN PULLEY



16"

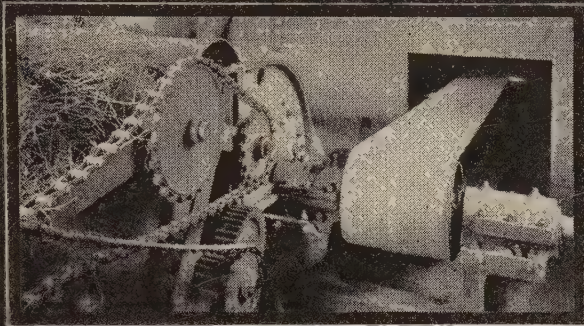
33'-7"

DRIVE PULLEY



60"

OUTLINE GRINDER DRIVE
 Maximum H.P. Required — 250
 R.P.M. Drive Pulley — 480
 Belt Speed — 7539 F.P.M.



Specified: GOODYEAR BELT
18" 5 Ply BLUE STREAK

Copyright 1920, by The Goodyear Tire & Rubber Co.

A Mile and a Half a Minute — and the G. T. M.

High speed, normally 7,539 feet per minute, often rising to 9,000 F. P. M., and continuously severe duty in the delivery of from 150 to 250 horsepower, characterize the service conditions on the grinder drive. Every now and then, with a suddenness that imposes a terrific strain on the belting, wet alfalfa packs in the grinder and throws an enormous overload on both belt and engine.

Every grinder drive in the eleven mills of the Denver Alfalfa Milling & Products Co. is equipped today with an 18-inch, 5-ply Goodyear Blue Streak Belt. Each of these powerful, long-lived belts has long since demonstrated by trouble-free, economical service its right to the job, but all of them won this service opportunity on the showing made by a smaller Goodyear Blue Streak and a series of drive analyses by a G. T. M.—Goodyear Technical Man.

It's nearly five years now since a G. T. M. studied the blower drive in one of the Denver Company's plants, and recommended an 8-inch, 5-ply Goodyear Blue Streak Belt for that work. The performance it gave suggested to Floyd Wilson, the Vice-President and General Manager, that a G. T. M. could study with profit to the Company those exacting grinder drives on which new belts were used up every six months.

They went at it scientifically, following the Goodyear Analysis Plan to fit the belt to the duty required. Mr. Wilson furnished the analyst with all the factors of operating conditions that would fill out an expert study of pulley

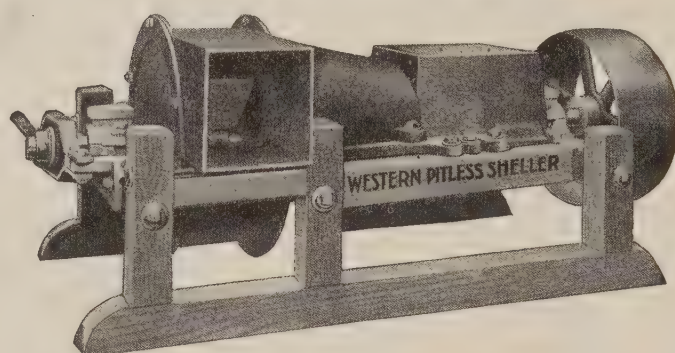
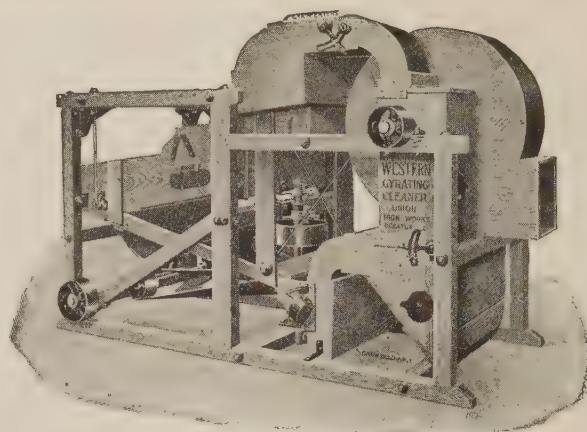
dimensions, horsepower developed, speed, load and overload sustained.

The 18-inch, 5-ply Goodyear Blue Streak Belt which is standard equipment on all the Denver Company's grinder drives today may be studied in its typical operating condition at the McClave plant. It has been transmitting power unfailingly there for two years now—where other belts had averaged six months. It has worked sliplessly—which means, in any transmission, full power delivered—and smoothly, which means, in alfalfa milling, meal uniformly ground.

It has proved its economy in every phase from first cost to this day's grist. Usually, Goodyear Blue Streak Belts involve a slightly higher initial outlay, in favor of lowest ultimate cost. This one, however, cost \$103.74 less than its short-lived predecessor. Multiply this by eleven, and add the economies achieved by the trouble-free operation and four times longer life, and the result is the Company's belting profit on Goodyear Blue Streak Belts.

This is the value of meeting a drive condition with a better belt, scientifically specified to the duty required of it. If you have a belting problem, involving either a single drive or an entire plant, the G. T. M. and the Goodyear Analysis Plan are at your command for the utmost in value that we build into these belts that protect our good name. Write to The Goodyear Tire & Rubber Company at Akron, Ohio, or Los Angeles, California.

GOODYEAR



ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.

SUCRENE ADVERTISING

National Scope Local Contact

Sucrene advertising builds business for Sucrene dealers. It exerts the power of repetition upon millions of readers every month; convincingly proclaims the uniform high quality of Sucrene Feeds to feed buyers in your own locality; stirs up old customers and creates new ones.

**"Place an order with your dealer" is
the slogan in every advertisement.**

Capitalize this forceful business-getting campaign for your own benefit. Let the feed buyers in your locality know that your store is headquarters for Sucrene Feeds; that you carry a full line of these standard quality feeds and can supply their wants on short notice.

Conditions in the live stock and feed business justify high expectations for Sucrene dealers this fall and winter. Feeders **must** get better results through better feeding. Sucrene Feeds are the answer, which they all understand.

**Let us hear from you at once as to your
needs. We should have your order
right away to insure early delivery.**

AMERICAN MILLING COMPANY
Main Office and Mills: Peoria, Illinois

Branch Offices: Philadelphia, Pa., 205 The Bourse
Boston, Mass., 88 Broad St., Boston 9



THE SUCRENE LINE INCLUDES:

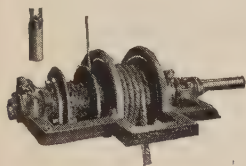
Sucrene Dairy Feed
Empire 20% Dairy
Feed
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Mash with But-
termilk
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Feeds
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Amco Fat Maker
(for steers)



CALDWELL MACHINERY FOR Elevators & Mills



H. W. CALDWELL & SON COMPANY have been manufacturing and furnishing ELEVATING, CONVEYING and POWER TRANSMITTING machinery for ELEVATORS and MILLS for a period of 45 years, and the benefit of our experience is shown in the class of material produced. You will make no mistake in buying CALDWELL equipment.



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catalog
No. 45?



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DOCKAGE TESTER

Adopted by
U. S. GOVERNMENT

Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

THE EMERSON

is no experiment. It is
and officials who must
times and under all

THE

NEW

KICKER

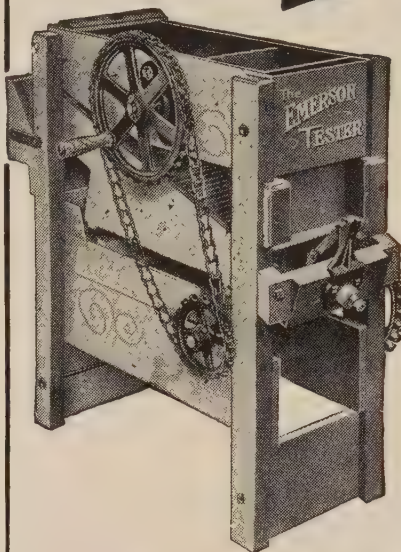
used by all grain men
have accuracy at all
conditions.

**10,000
KICKERS**

are now in use—
the Government
uses over 100—
Line, Independent
and Farmers Ele-
vators all over find
the Emerson de-
pendable and a
sure enough ar-
biter between seller
and buyer on any
dockage dispute.

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Can Be
Furnished
with Motor Drive

THE NEW CARTER DISC SEPARATOR

FOR SEPARATING

OATS and BARLEY FROM WHEAT

ONCE THRU GIVES A PERFECT CLEAN UP

YOU WILL BE INTERESTED IN THIS MACHINE

WRITE FOR CATALOG

CARTER-MAYHEW MFG. COMPANY

607 FIFTH AVENUE, SO.

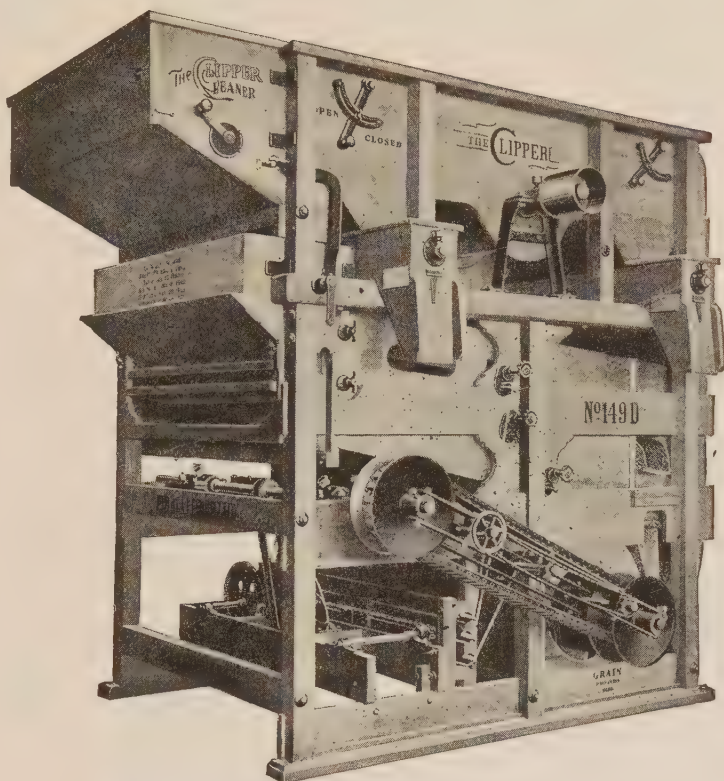
MINNEAPOLIS, MINN.

Address Canadian Inquiries to STRONG-SCOTT MFG. CO., Ltd., Winnipeg

CLIPPER

Double Suction Grain Cleaners

No. 149-D and No. 8-D



Do you realize the practical changes that have been made in the mechanism of the Clipper Cleaner in the last few years?

**Variable Air Regulator
Ball Bearing Suction Fans
Ball Bearing Loose Pulley
Improved Screen Holders
New Type Cross-Head for
Traveling Brush Drive
Brush Carrier Adjustment**

In all these ideas the Clipper leads the Grain Cleaner industry, and it is just such things that make the Clipper the most popular Cleaner on the market today.

No other machines have as many wonderful time and labor saving devices. Skilled labor is constantly becoming higher

in price and more difficult to secure. Every move or every minute saved will enable you to take care of your business more easily and more profitably.

The Double Screen system by which the wheat and oats screens are always in the shoe, save the trouble of changing screens. The grain is shifted by a gate onto the screen you desire to use.

Our Traveling Brush system prevents the screens from filling and the screens work to limit capacity and highest efficiency all the time.

Ball Bearings on Exhaust fans reduce friction, save power and eliminate hot bearings.

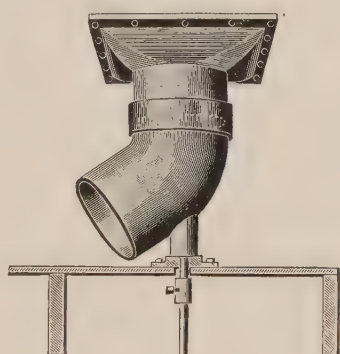
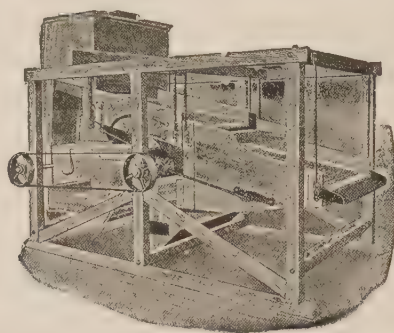
The Variable Air Regulator enables you to secure the desired blast without any annoying changes of pulleys or shifting of belts.

The improvements, labor and time saving devices on our machines make it well worth your time to investigate our claims if you are interested in grain cleaning equipment.

May we send you catalog of our complete line?

A. T. FERRELL & CO.

Saginaw, W. S., Michigan



Handle Your Grain Quickly and Profitably

BY INSTALLING

Barnard-Moline

Grain Handling Machinery

The Barnard-Moline line of grain handling machinery contains all the latest modern improvements in grain handling methods. For sixty years it has stood the test and today is the natural leader. Construction, material and reputation for the BEST cause it to be specified by both large and small elevators, and construction companies.

Whether your requirements are for a single machine or an entire new equipment, the old reliable Barnard-Moline line is certainly worthy of your consideration because it enables you to handle grain quickly and profitably.

*Write for Special Catalog No. U-38
for details of complete Elevator
and Feed Mill Machinery*

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**MILL BUILDERS AND
MILL FURNISHERS**

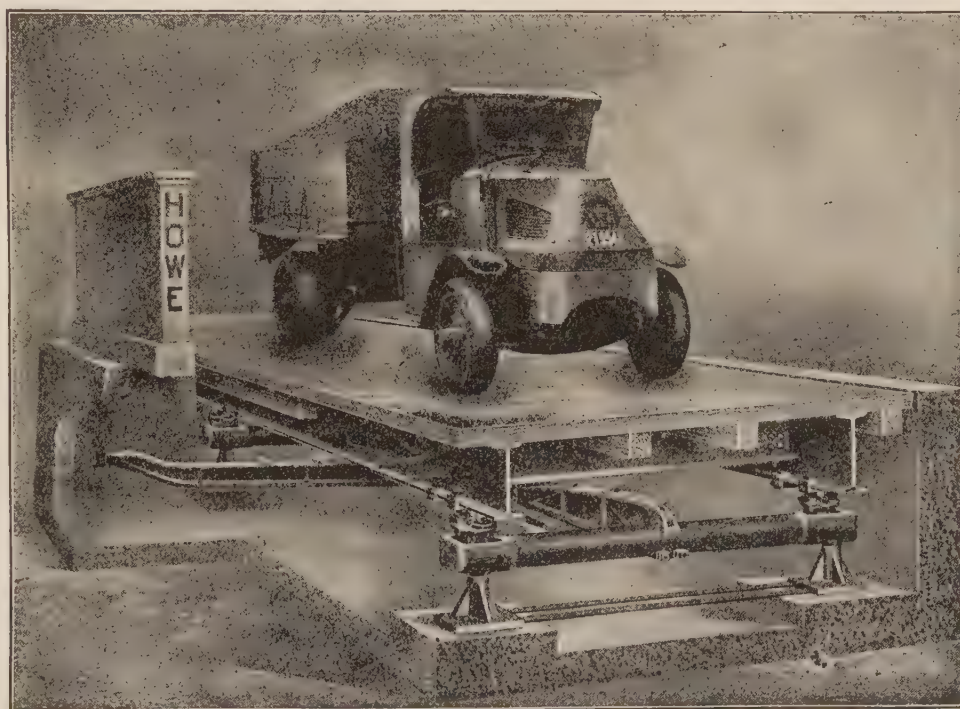
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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The large increase in the use of Auto Trucks throughout the country has created an enormous demand for Auto truck scales.

If you *buy* and *sell* by *weight* you want the best weighing device made. The HOWE will answer this description. The 1920 demand will be greater than the supply. *Get your order in early.*

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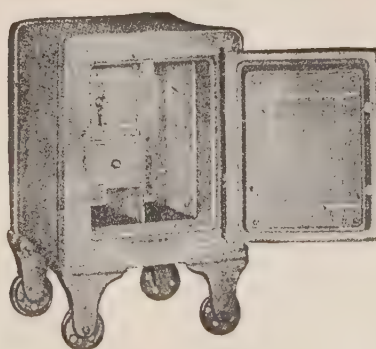
H
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Spiral Conveyor

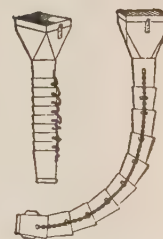


Flexible Spout Holder



Fire Proof Safes

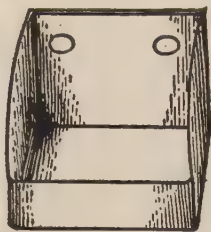
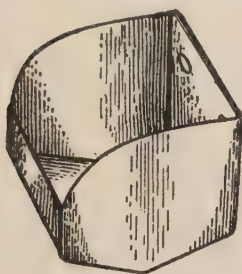
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Loading
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All Styles Buckets

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"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

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Perfect discharge at indicated low or high speed.
A speed three times the ordinary.
Contents 25 to 40% more than ordinary cups.
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Higher speed, reducing size of equipment and eliminating gears,—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

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OUR IMPROVED Railroad Claim Book

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you to prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

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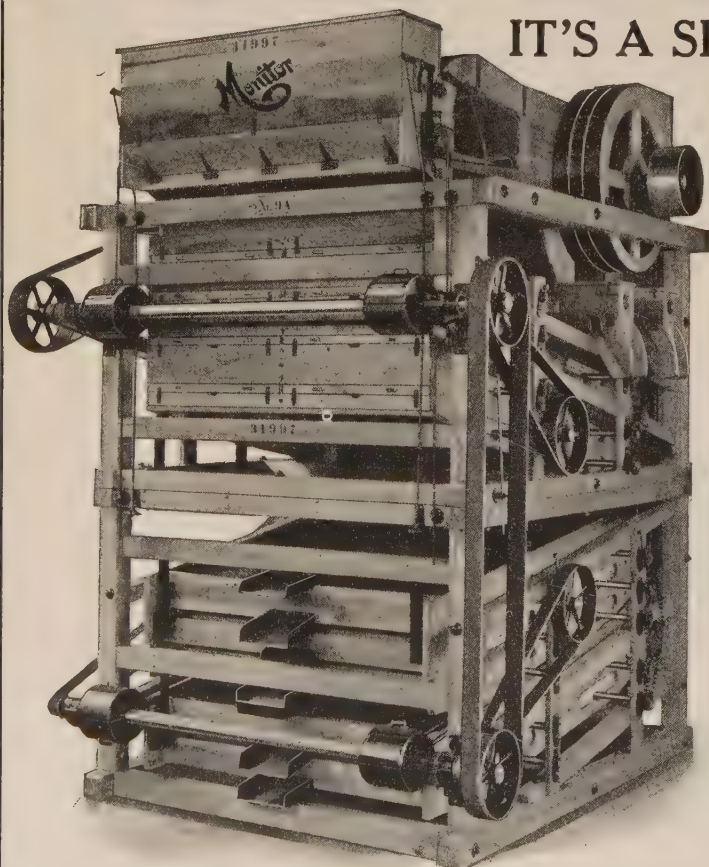
411-A contains 100 sets all Form A. Price, \$2.00
411-E contains 100 sets all Form E. Price, \$2.00
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Send all orders to

GRAIN DEALERS JOURNAL

305 South La Salle Street

CHICAGO, ILL.

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EACH PRODUCING FROM THE BULK SCREENINGS A SEPARATE PRODUCT

Most of these products have a distinctly higher value than did the original mixture. The machine delivers them ready for sale.

Instead of disposing of the screenings as they run, you sell the flax, the mustard, the oats, the wheat at the market.

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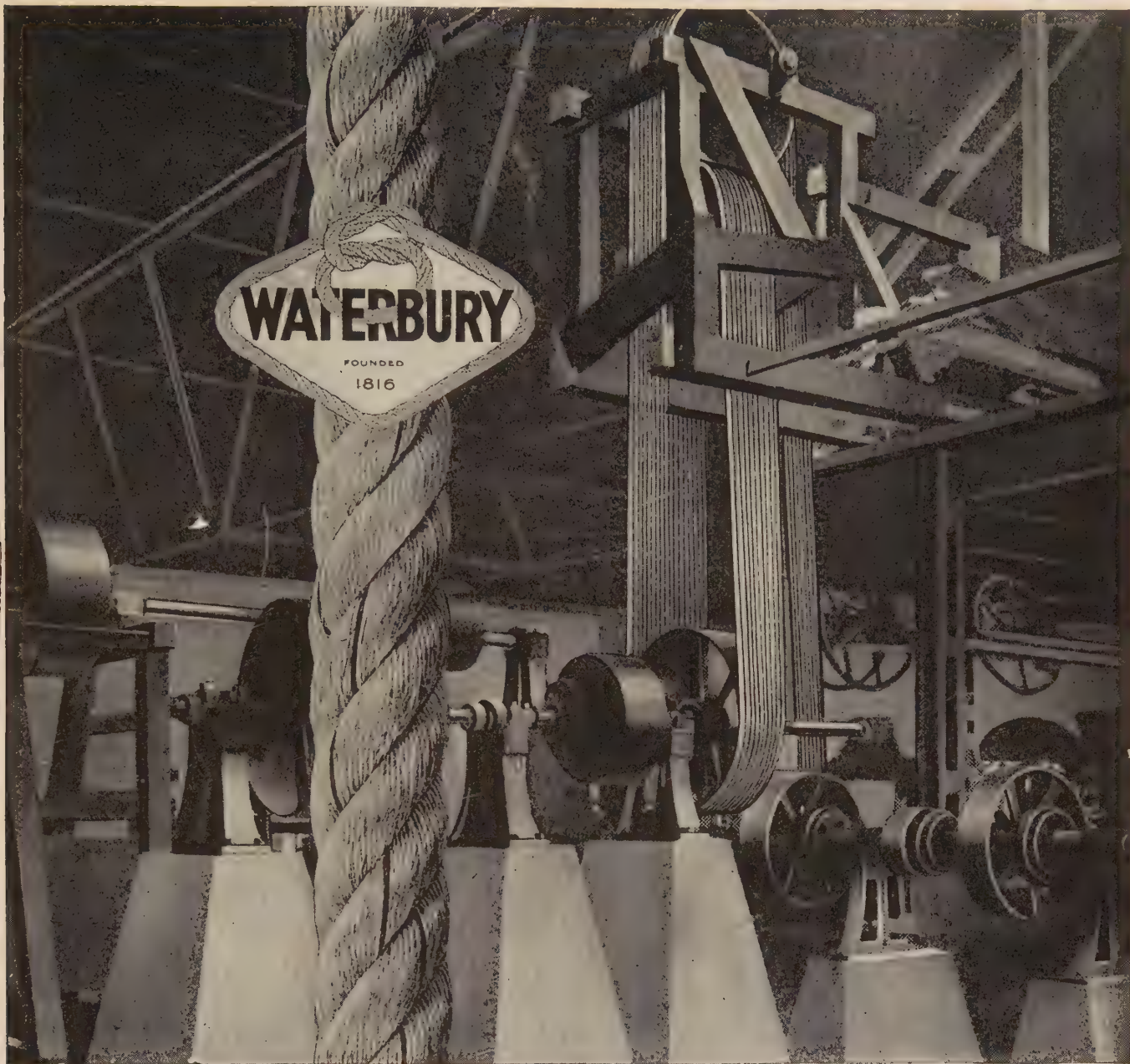
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and pastures short—that's the time when you should suggest to the dairy-men of your community that they feed their dairy cows a ration that will prevent a rundown condition, which results in a falling off of milk production and makes it hard to get their cows back to normal production in the Fall and Winter.

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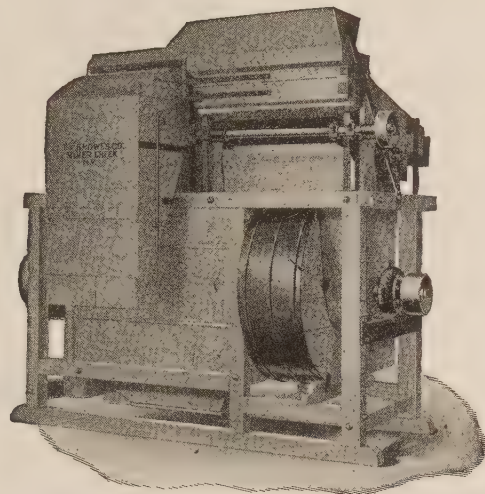
Write for our "Business Building Plans For Feed Dealers"—it's free. Let us tell you how we will help you **DOUBLE** your present feed business.

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are big and strong and rugged—made to run twenty-four hours a day, and three hundred and sixty-five days in a year, and they'll do it, and do it so easily that you will forget you have one on the job.

Maximum of Efficiency — Minimum Cost of Upkeep. That's what is accomplished by the

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ASK FOR BULLETIN NO. 68.

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to modernize your plant so it will minimize your labor and increase your profits? Is it here?

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Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

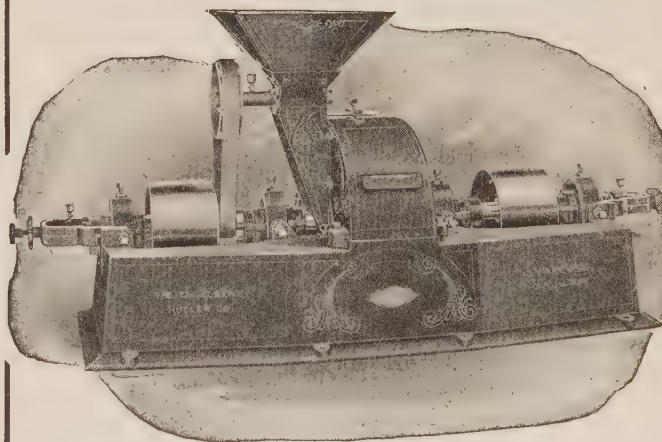
or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

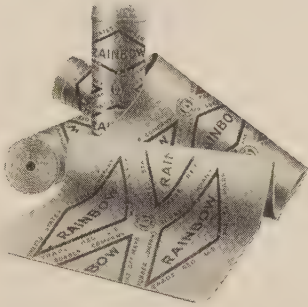
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If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

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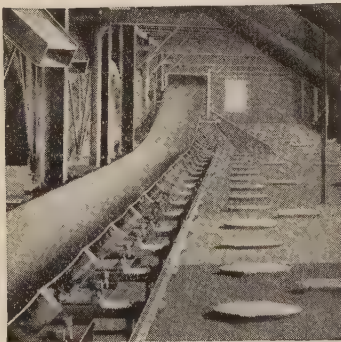
Rainbow Packing



Rainbow Steam Hose



Linen Fire Hose

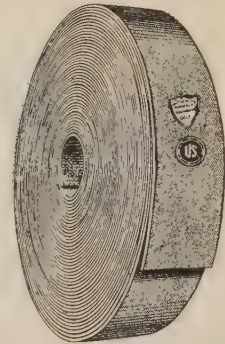


Grainster Belt

THE grain trade salesmen and the practical factory men of the United States Rubber Company are qualified through study and experience to recommend the right mechanical rubber goods for any condition existing in this industry.

They are ready to assist flour mill operators by advising as to the best application of mechanical rubber goods in order that the greatest possible service may be obtained for every dollar invested.

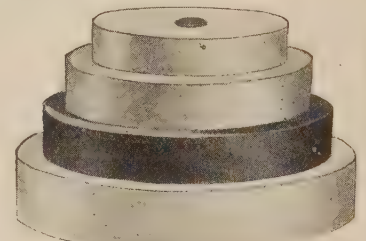
Take advantage of this Company's facilities and experience when in the market for mechanical rubber goods. Through our nearest Branch you can obtain the fullest co-operation of our organization.



Rainbow Belt



Perfected Water Hose



Pump Valves

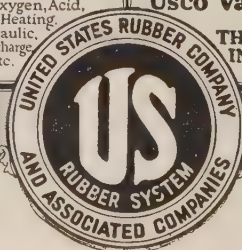


U. S. Elevator Belt

United States Rubber Company

The World's Largest and Most Experienced
Manufacturer of Mechanical Rubber Goods

BELTING	HOSE	PACKINGS	MISCELLANEOUS
Transmission "Rainbow," "Pilot" "Shawmut," "Giant Stitched" Conveyor "United States," "Grainster" Elevator "Matchless," "Granite," "Grainster" Tractor "Sawyer Canvas," "Little Giant Canvas" Agricultural "Rainbow," "Bengal" "Grainster," "Sawyer Canvas"	Air "4810," "Dexter" Steam "Rainbow," "Giant," "Perfected" Water "Rainbow," "Mogul," "Perfected" Suction "Amazon," "Giant" Garden "Rainbow," "Mogul," "Lakeside" <small>Also Hose for Acetylene, Oxygen, Acid, Air Drill, Auto Radiator, Car Heating, Air Brake, Gasoline, Oil, Hydraulic, Chemical, Coke, Creamery, Discharge, Vacuum, Sand Blast, Spray, etc.</small>	Sheet "Rainbow," "Vanda," "Paramo" Rod "Wizard," "Rainbesto," "Peerless," "Honest John," "No. 573" and hundreds of other styles in coils, rings, gaskets and diaphragms — Usco Valves — THE RIGHT PACKING IN THE RIGHT PLACE	Mats, Matting and Flooring, Plumbers' Specialties, Rubber Covered Rolls, Friction Tape, Splicing Compd., Dredging Sleeves, Hard Rubber Goods, Printers' Blankets, Tubing, Soles, Heels, Jar Rubbers, Moulded Goods





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FACTORIES: TIFFIN, OHIO, AND CHICAGO.

SALES OFFICES IN PRINCIPAL CITIES

The ruggedness of Webster equipment has deservedly given it high rank for dependable performance in meeting the exacting demands for long, hard usage. Its resistance to depreciation is a factor of great importance in solving the problem of moving materials quickly and economically. It is just this distinction which makes Webster equipment an economical investment, for true machinery economy comes from an ability to give the utmost in service at a minimum cost for repairs and overhauling, thus preventing the serious handling interruptions which are such costly items in production. In this respect, alone, Webster equipment affords unusual satisfaction.

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If you have an elevator or conveyor problem, why not solve it NOW—with the assistance of engineering specialists and a factory having uninterrupted service record of over forty years.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$6.25

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Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

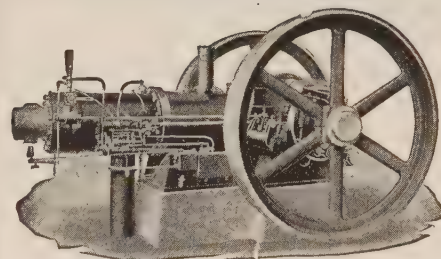
A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

Lower Fuel Cost
Closer Regulation
No Shut-downs
More Power

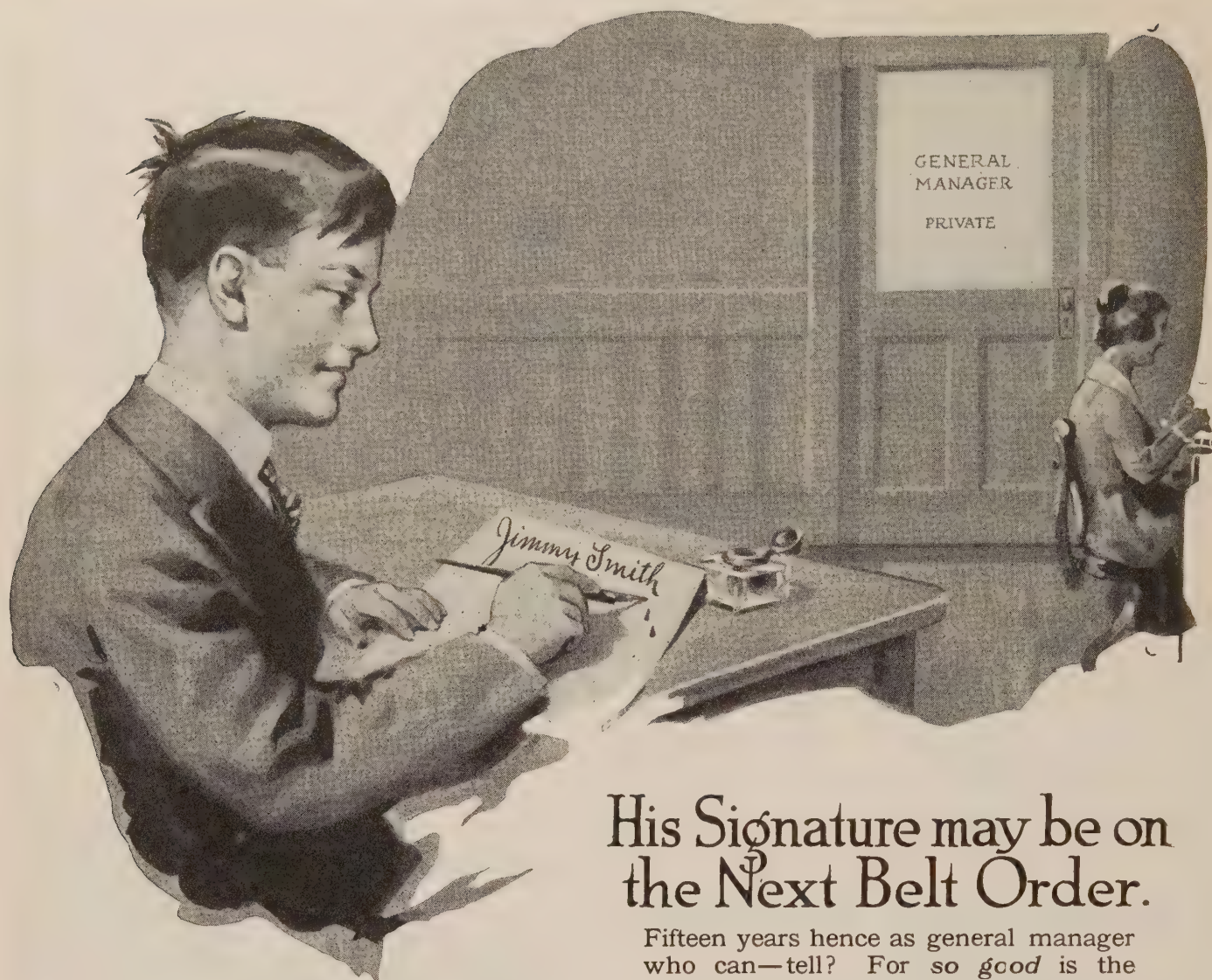
Steadier Power
Greater Reliability
Fewer Repairs
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Write for proof of facts.

MUNCIE OIL ENGINE CO.

518 JACKSON STREET

MUNCIE, IND.



His Signature may be on the Next Belt Order.

Fifteen years hence as general manager who can—tell? For so good is the Goodrich CARIGRAIN Belt that Goodrich confidently predicts that—with reasonable care—it will deliver fifteen years of faithful, economic service. The finest in craftsmanship is CARIGRAIN Belt!

How painstakingly the especially woven fabric has been selected, how watchful have been its makers in the removal of all excess stretch, with what care and rare judgment the gums for friction and cover have been chosen—material here for an industrial romance.

Fulfilled! The need of a belt that will write worries off your mind for a generation. *Economy precisely defined!*

A world of "Reason Why" awaits you in the Goodrich Grain Belt Catalogue. Send for it. And don't overlook LEGRAIN—CARIGRAIN'S Quality kin for "leg" service.

Goodrich "Carigrain" Belt

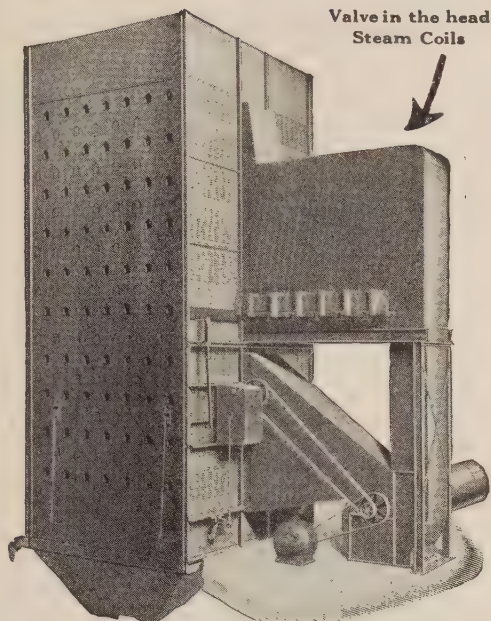
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THE B. F. GOODRICH RUBBER COMPANY
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MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
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"Everything for Every Mill and Elevator"

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AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

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DUST
COLLECTORS**

The product of years of experience in designing and installing exhaust and blow pipe work.

Requires minimum of space.

Placed on floor or ceiling.

Light in weight; water and dust proof.

Built of rust resisting galvanized iron.

Full advantage is taken of the centrifugal action of the air.

More dependable and efficient than the old type of cloth tube collectors with the added advantage of permanency.

Made in sizes 24 to 56 inches in diameter.

Write for quotations on your requirements.

Standard Steel Works

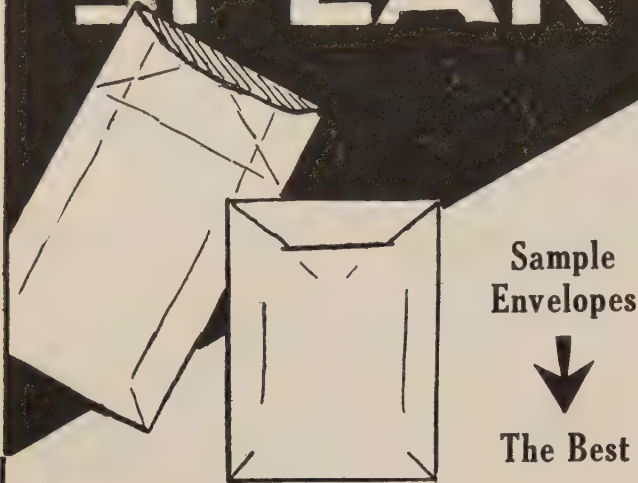
Successors to The Ell-Kay Mfg. Co.

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Manufacturers of Steel and Galvanized Mill and Elevator Equipment

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Sample
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The Best

Grain Samples Sent the Spear Way Always Reach Destination

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

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Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for——Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

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Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

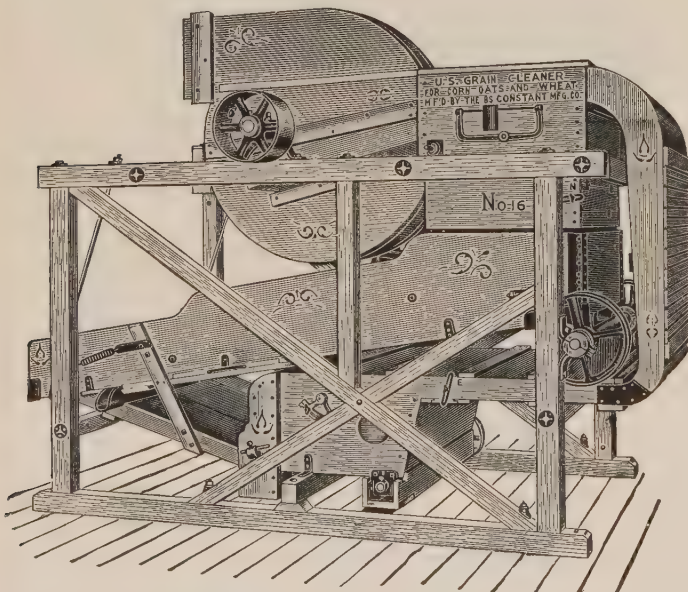
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GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



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You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

The U. S. Grain Cleaner

is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

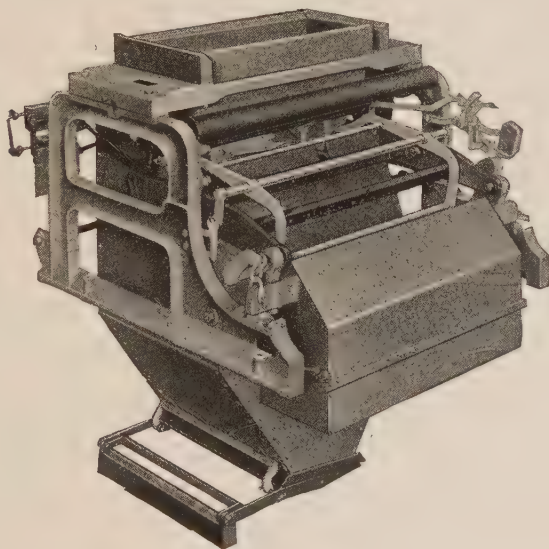
Write for further information about this cleaner and other grain elevator machinery.

B. S. Constant Manufacturing Co.

Bloomington, Illinois

Here is the Grain Dealers Opportunity for a Safe Investment

The RICHARDSON AUTOMATIC SHIPPING SCALE sells today on its reputation for meeting fully and adequately the conditions in the Country Elevator and the needs of the country grain shipper.



Positive Advantages

A RICHARDSON is an entirely self-operating and self-adjusting machine. It receives, balances, registers and dumps each load with mechanical accuracy, that absolutely prevents the possibility of mistakes being made.

No hand adjustments are necessary to allow for differences in test weight. A Richardson automatically

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It is built to conform to the specifications laid down by the Interstate Commerce Commission in Docket No. 9009.

If regularly inspected and tested for accuracy, in accordance with the requirements of the Interstate Commerce Commission, its weights will be accorded full recognition in the prosecution of claims for transit losses.

Richardson Scale Company

Passaic, N. J.

Chicago
Minneapolis

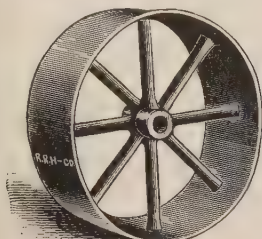
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ORDER YOUR SUPPLIES NOW

DIRECT FROM THE MANUFACTURER

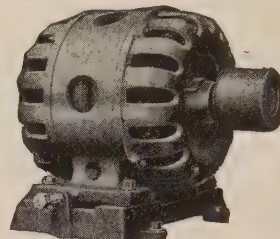
Do not wait until the last minute to order new equipment or supplies. Quick shipments will be almost impossible later in the season. Better go over your elevator now, find out what you will need to put it in first-class shape, and order early. Our complete stock of high grade Elevator and Mill Equipment is a convenient source of supply for whatever you need in this line, and our prices will save you money.



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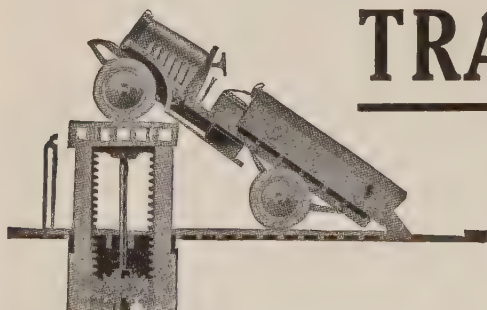
Chain Belt
Rope Sheaves
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HOWELL ROLLER FEED MILLS

Our big 1920 Catalog and manufacturers' discount sheet is just off the press. Write for your copy today.

R. R. HOWELL & CO.
MINNEAPOLIS MINN.



TRAPP TRUCK DUMPS

Are in Use Now in all the wheat raising sections of the country, and they are giving the best of service and perfect satisfaction everywhere.

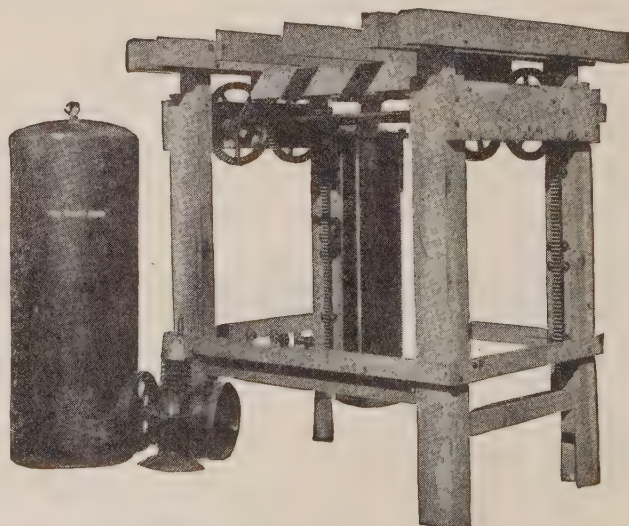
You Should Order a Trapp Combination and Wagon Dump

for your elevator. You need a Truck Dump; for you want to get the most for your money. A Trapp Dump would handle all trucks—long, short, light and heavy—quickly and successfully, without any possible danger of damage or injury to the trucks. Its installation would not delay your receipts of grain.

Send for Prices and full particulars. You should install a Trapp Dump without further delay.

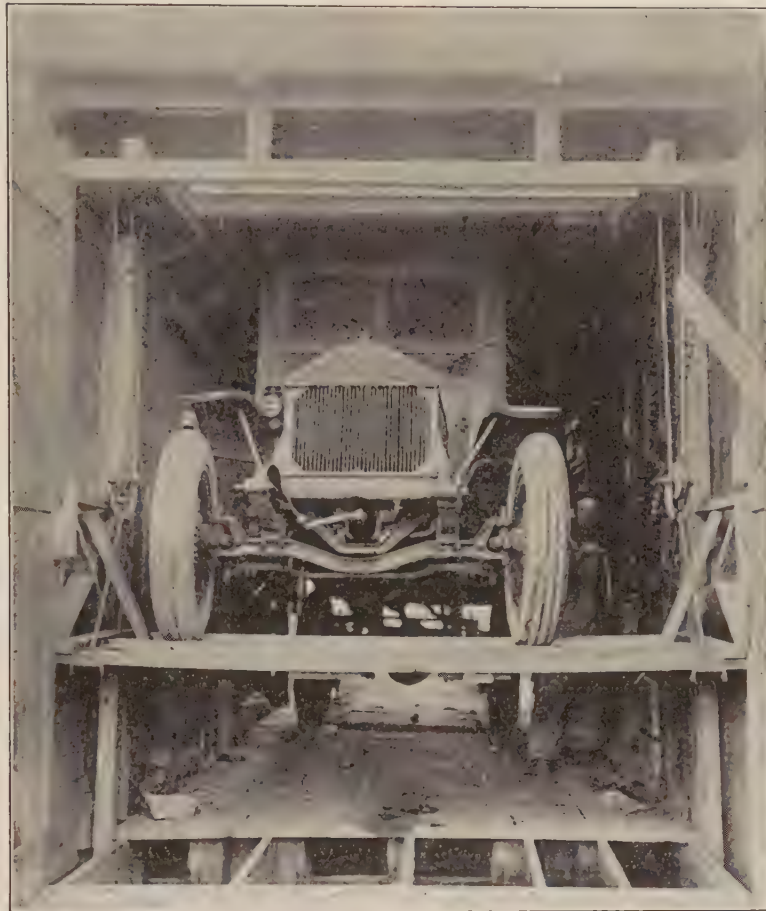
The Trapp-Gohr-Donovan Co.

1125-27-29 North 22nd Street, OMAHA, NEBRASKA



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A First Class Truck Dump For \$135.00



This illustration shows the dump in actual service raising a 3-ton Sandow truck.

THE POWER'S Safety Controllable Truck Dump

can be installed in any elevator without disturbing any part of your elevator.

Can be used in connection with your wagon dump.

Can be installed by anyone in less than one day.

The Power's dump will do the work to your entire satisfaction. We could fill all the columns of the Grain Dealer's Journal with letters from users of the Power's truck dump in which they express their entire satisfaction.

All dumps shipped on 60-day trial, if not satisfactory, return. Of all the many dumps we have sold **not one has been returned** so far.

Will mail to you upon application literature and specifications and will answer any question that you may ask in reference to the dump.

York Foundry & Engine Works

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Exclusive Manufacturers of the Power's Safety Controllable Auto Truck Dump.



DIXON'S Silica-Graphite PAINT

a combination of the best linseed oil obtainable and flake silica-graphite. Made by long grinding in improved mills. A finer film means less flaking off. Made for over fifty years in FIRST QUALITY only. It is the economy paint in labor and material because it gives longer service. Write for long service records and Booklet No. 15-B.

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D X N ESTABLISHED 1827 D X N

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

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When You Think of Electrical Construction or Repairing—THINK OF

Pierson-Wilcox Elect. Co.
MINNEAPOLIS, MINN.

ESTABLISHED 1898

Hall Signaling Distributors



are wonder workers.

They utilize all the bin space, but occupy less cupola space, increasing the value of the whole plant.

In efficiency, they are unequalled. They are as durable as the elevator structure. They are simple, only two moving parts. They never need repairs.

You will find them everywhere, and everywhere giving perfect satisfaction.

HALL SPECIAL

A Perfect Elevator Leg

Speeded, spaced and proportioned correctly. The greatest possible capacity, perfectly handled, without stopping, without choking, without backlegging.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.

Globe' Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL

(SPENCER PATENTS FEB. 1919.)

Excerpts from Customers' Letters That Tell the Whole Story in a Nut Shell

Farmers Elevator Co., Conde, So. Dakota—

"To make a long story short, your dump is a world beater and labor saver."

Farmers Elevator Co., Brunsville, Iowa—

"I don't know of anything better and I doubt if there are as good. It works perfectly satisfactory always."

South Dakota Grain Co., Letscher, So. Dakota—

"It has worked to our complete satisfaction, giving us no trouble at any time. Operates as well in cold weather as in warm weather."

Pratt Mills, Pratt, Kansas—

"We can cheerfully recommend your dump as being absolutely fool proof and in our estimation the best combination dump we have ever seen; in fact we would not be without it at any price."

Kansas Flour Mills, Wichita, Kansas—

"After your dump was installed and thoroughly tested, we placed an order with you for 40 additional dumps; these have all been ordered out and in addition we have purchased four more making a total of 45 dumps we have ordered from you to date."

Lakefield Farmers' Co-operative Elevator Co., Lakefield, Minnesota—

"The writer had the pleasure of seeing a great many dumps at several conventions but none appeal to me as does the Globe Dump."

Grundy Canning Co., Grundy Center, Iowa

"Last spring we purchased from you your Globe Truck & Wagon Combination Dump and wish to state ever since it has been installed it has worked perfectly."

Thos. Page Milling Co., North Topeka, Kansas—

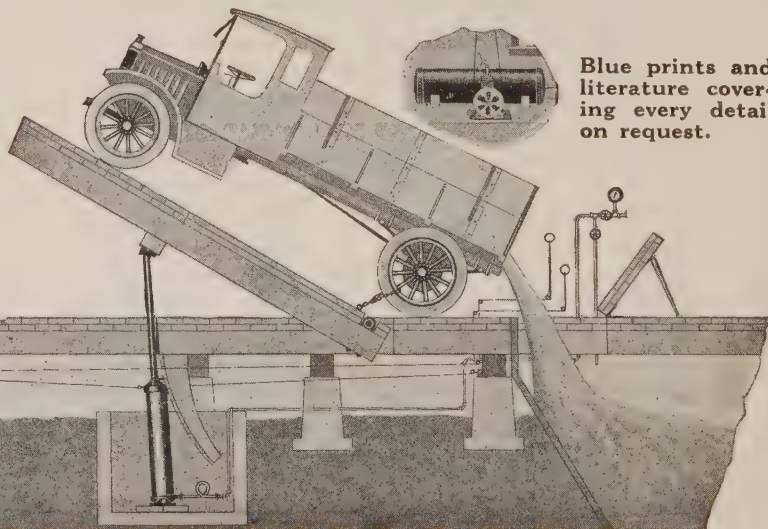
"We are pleased to state that the Globe Automatic Dump purchased from you last winter has been installed for the past four months and is giving the best of satisfaction. We find it a Time Saver and economical to operate; use about 4 lbs. of air to dump wagon and about 10 lbs. to dump four-ton truck. In general we think it the Best Dump on the market."

Our users make these statements because they have found our dump to be the Simplest and Most Practical dump on the market for the dumping of Trucks, Wagons or Sleds.

SIMPLICITY—Just this word on the Simplicity of our dumps: One of our dump's strong points of superiority is its **SIMPLICITY**. If you wish to lift a trap door and have strength enough in your arm, wouldn't you go ahead and lift without the aid of weights, gears, etc.? Of course you would. In the same way the Globe dump lifts the door by the simple means of a **POWERFUL, STEADY, STRONG AIR ARM** and nothing else—**SIMPLICITY**.

Also in following out this idea, our air lifting cylinder is pivoted at the bottom so it lifts either the Truck or Wagon and Sled dump at the immediate wish of the operator in the elevator driveway—again **SIMPLICITY**.

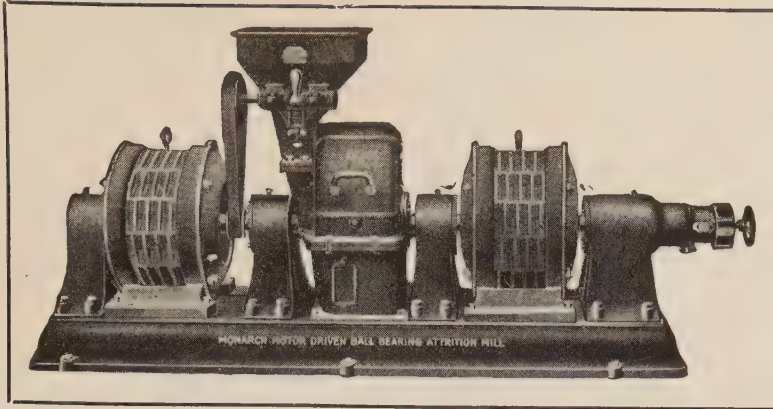
The Globe Combination Auto Truck and Wagon Dump is recognized by America's leading elevator contractors today, as the Most Efficient and Best Dump on the market.



Blue prints and literature covering every detail on request.

Manufactured by
Globe Machinery and Supply Co.
Des Moines, Iowa.

We Make Prompt Shipments.



There's Economy In Every Detail

Economy in feed grinding, as in any other business, means increased profit, and you are assured of the maximum amount of profit if you take advantage of the economical features of the

MONARCH BALL BEARING ATTRITION MILL

SAVES TIME—Requires no tramping.
SAVES LABOR—No worn down bearings.
SAVES LUBRICANT—Uses grease instead of oil.
SAVES EXPENSE—Maintenance cost is small.

SAVES TROUBLE—Product always uniform.
SAVES DELAY—Rapid grinding; large capacity.
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SPROUT, WALDRON & COMPANY

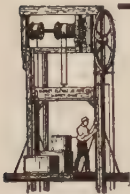
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 are Money Makers
 They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements.
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KENNEDY CAR LINERS

*Prevent Leakages
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Used by Thousands of
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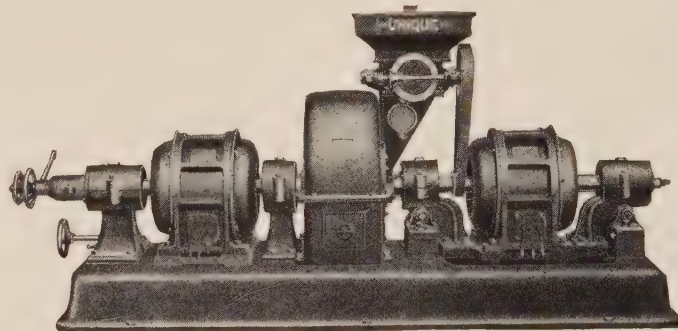
**THE KENNEDY CAR
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 SHELBYVILLE, INDIANA

THE MILL YOU BUY

determines the kind of feed grinding you will do

One customer says: "We have installed 10 different feed grinders in our milling career and believe the Unique is the best we have found."

Another says: "We are using another make of mill that is 2 inches larger than the Unique we bought of you, but the Unique will grind almost twice as much as the larger one."



There are reasons why the **UNIQUE** is the Mill for YOU TO BUY.
 Find out why before placing your order. Write

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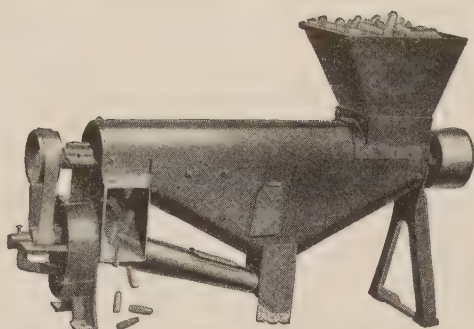


We also manufacture a very effective Gopher Exterminator.

WARM WEATHER IS THE BREEDING TIME FOR RATS AND MICE. **RID-OF-RATS** prevents raising of new supply. If you have used it, use more! If not, start now! Non Poisonous and sold under Money-Back Guarantee. If your Dealer can't supply you, write to us.
 Price—Small box 15 cents, \$1.00 per lb. in bulk.

THE BERG & BEARD MFG. CO., Inc., 100 Emerson Place, Brooklyn, N. Y.

**RID
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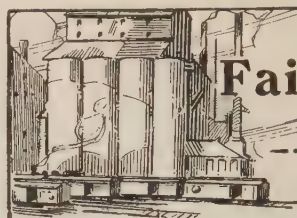
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MODERATE IN PRICE

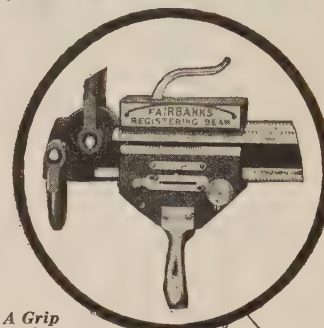
Triumph Corn Shellers shell corn thoroughly without breaking the cob or the kernels. They are well built and dependable, yet moderate in price because of their simplicity.

Bulletin with complete information upon request.

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A Grip of the Handle Prints the Weight

With Type Registering Beam give you accurate weights in triplicate, printed on a permanent record card. No errors in copying scale readings. It builds customer confidence.

WEIGHED ON FAIRBANKS TYPE-REGISTERING BEAM

Load *Corn* Date *12/6/20*

From *R. B. Harris*

Gross *84 90* lbs. To *170 per bu*

Tare *23 60* lbs.

Net *61 30* lbs.

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Can be Used on any Fairbanks Wagon or Auto Truck Scale

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Minneapolis, Minn.

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This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 3/8 inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 1/2 x 12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

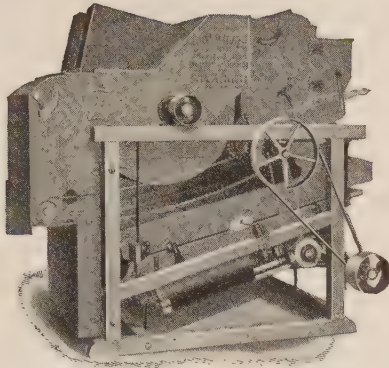
Form 19GT Duplicating (200 pages) \$1.75

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305 So. La Salle St.

Chicago, Ill.



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Heavy Elevator Brooms



We specialize on this line of brooms. Made of high grade material and guaranteed to stand up and wear. We feature the low seam at arrow which reinforces and lengthens the life of the broom. We ship to every state in the union. Freight allowed on one dozen or more.

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For Accurate Moisture Tests use our Grain Dealers' Air Tight Cans for forwarding your grain samples.
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U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055
Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.
WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

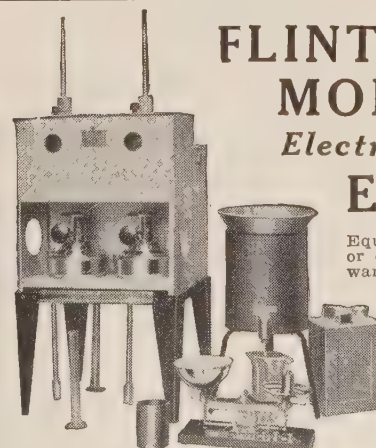
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DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

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Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
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Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

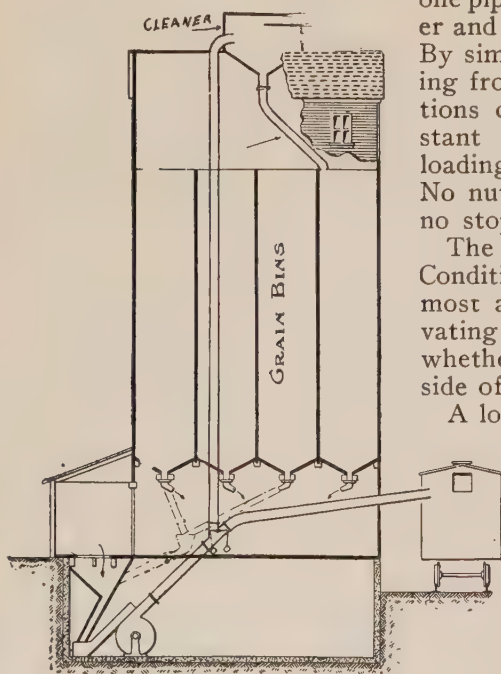
Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

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Profit Collection

When You Install a

NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

**THE KNICKERBOCKER CO.
JACKSON, MICH.**

The Automatic Dump Controller



There are dump controllers new,
And dump controllers old,
There are dump controllers on the market
Which are never sold.
But we are here to tell you,
So listen! while we say
"We're over thirty hundred strong
And selling more today."

Now is the time for cleaning up and remodeling, so, boys, don't overlook your dump, the most important feature of your plant,—but try and improve it.

Get the best possible equipment.

It's a trade getter and plays for keeps.

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There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants
West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,
POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

A Hole--You Must Buy a New One Unless IT'S A KEWANEE Renewable Bottom Loading Spout



You threw away your last loading spout and bought another because it had holes in it—holes on the bottom side where the grain strikes.

With a Kewanee Renewable Bottom Loading Spout you can replace the worn bottom plate for a few cents and the spout is as good as new. The Kewanee spout sections will out-wear a dozen new bottoms or a dozen new spouts of the ordinary kind, yet its cost is about the same.

Give us the size of your down-spout and the length of your loading spout and we will show you how to save. A rough sketch will help. It will cost you nothing. Send it in today.

You can see how much it will save

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Howe Scale Co., of Ills.
KANSAS CITY, MO.
General Service & Supply Co., Minneapolis, Minn.

Fairbanks Morse & Co.
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Kewanee
Spout Section
with bottom
plate removed



Pat. Pending

DO YOU WANT MORE RAILROAD CARS?



If your elevator is within 150 feet of another railroad, you can load cars on that other road, from your present elevator, by blowing grain from your elevator to cars on that other road, with a Boss Air Blast Car Loader. Cars loaded without scooping, too. Piping may be carried under ground if necessary, then brought to surface, spouting into car.

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If your distance to other railroad is too great, one of our compact, portable Air Blast Car Loaders will solve your problem. They load direct from wagons into cars, without any scooping in the car or from the wagon. They load EAR corn also without scooping.

Maybe you can get cars on that other railroad when you can't on your own. If you can, then it may pay you to investigate fully without obligating yourself in the least.



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TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

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10,000 SHIPPERS
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IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

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We have placed ALL with our *experienced elevator builders and know from the past years experience* the one that has stood the test.

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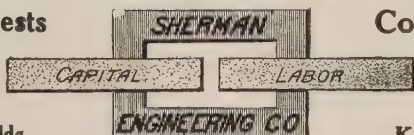
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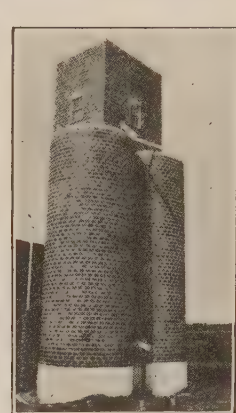
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Special study given to each plant—Each plant fills the individual needs

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GEO. W. QUICK & SONS
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in Moisture
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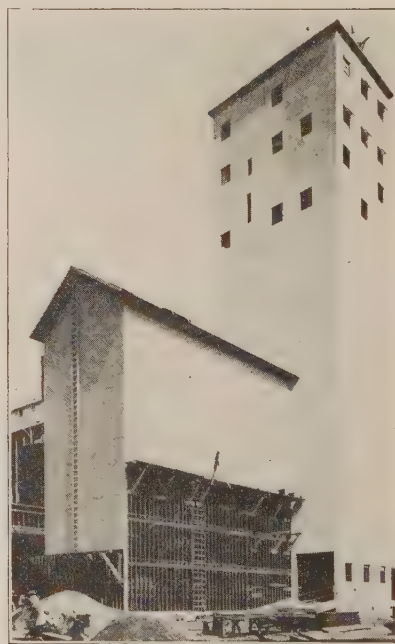
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Accomplishments Recommend Our Ability

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Modern Grain Elevators
We can furnish and install equipment in old or new
elevators, guaranteeing greater capacity with less
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Any Size or Capacity
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The Southeast's
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DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED



We design and build 'em

**The MONOLITH
BUILDERS, Inc.**

INDEPENDENCE, MO.

D. F. HOAG & CO.
Designers and Constructors of
GRAIN ELEVATORS
Corn Exchange, Minneapolis

R. M. VanNess Construction Company
Grain Exchange Bldg., Omaha, Neb.
Designers and Builders of
MODERN GRAIN ELEVATORS
Plans Submitted Correspondence Solicited

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.



Another Reliance Success

Elevators of our design and construction
are the best endorsement of our work. We
study your particular problems and build
the elevator best adapted to your needs.
Write us for further particulars.

Reliance Construction Co.

Board of Trade Indianapolis, Ind.

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,
Limited.
The Saskatchewan Co-operative Elevator
Co., Limited.
The James Richardson & Sons, Limited.

**THE BARNETT - McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.



Pennsylvania Railroad Co.'s Terminal
Elevator at Erie, Pa. 1,250,000 storage
capacity, with marine leg, 25,000 bu. re-
ceiving capacity. All concrete, modern
construction, with latest improvements.

Designed and built under the
direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

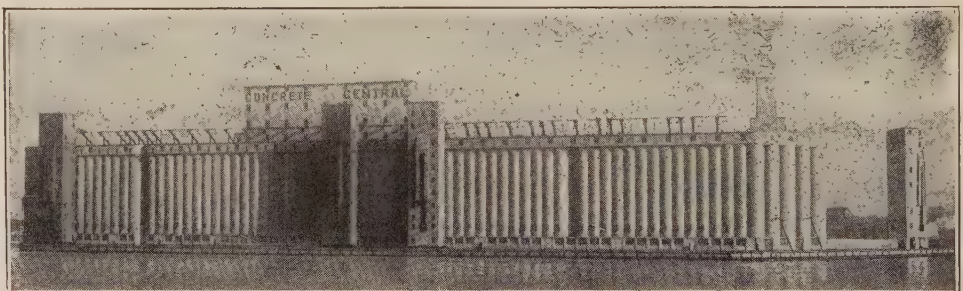
Write us for Estimates and Proposals

**Monarch Built
Elevators**

assure you eco-
nomical design,
first class work,
efficient opera-
tion.

SATISFACTION

*Let us Submit Designs
and Prices*



Concrete Centra Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.

THE MOST MODERN ELEVATOR IN THE WORLD

The view below is the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore-Maryland. This elevator is equipped with four Stewart Link-Belt Grain Car Unloaders. See them in operation and be convinced of their great saving in labor cost.

JAMES STEWART & CO., Inc.

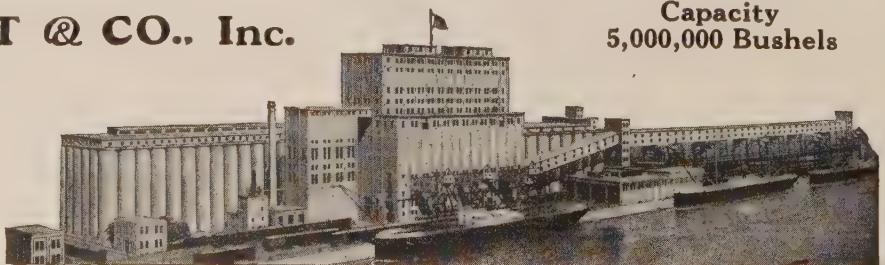
Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

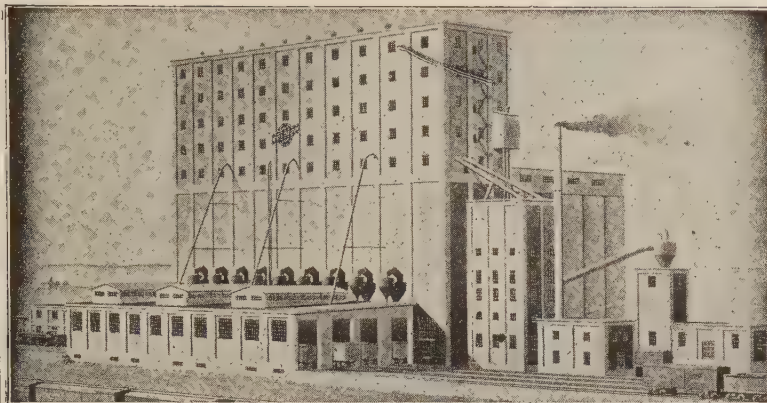
15th Floor, Westminster Bldg.
CHICAGO

W. R. SINKS, Manager

Capacity
5,000,000 Bushels



"We have built for many of your friends. Eventually we will build for you. Why not now?"



The 1,250,000 Bushel
C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

BURRELL ENGINEERING AND CONSTRUCTION CO.

Established 1897— CHICAGO —Incorporated 1902

Continuously under the management of

GEORGE T. BURRELL, President

DESIGNERS AND BUILDERS

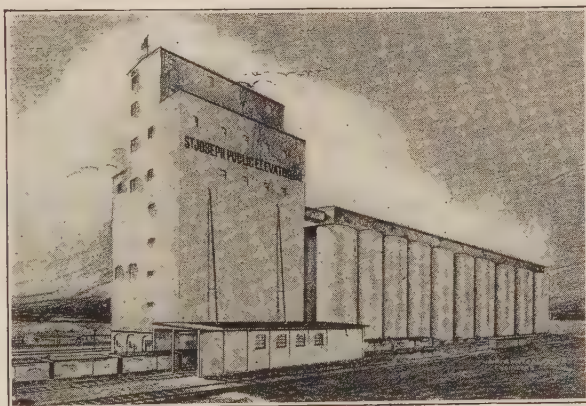
Grain Elevators, Flour Mills and Related Buildings

In doing our best, completely and satisfactorily to handle work in this field of construction we have sought to establish the fact that

No job is too small to merit our careful attention and none so large as to tax our capabilities.

1102-10 Webster Building, Chicago, Illinois

404 Scarritt Arcade, Kansas City, Missouri



St. Joseph Public Elevator

St. Joseph, Mo.

John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
MONTREAL, CANADA

314 Reconquista
BUENOS AIRES

FEGLES CONSTRUCTION CO., LIMITED

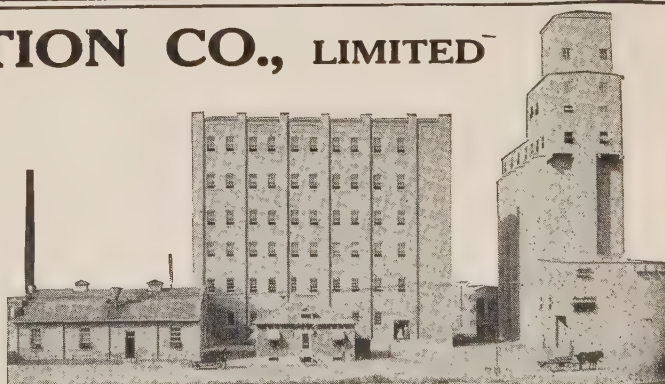
ENGINEERS—CONTRACTORS

706 1st Ave. N., Minneapolis, Minn.

GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE

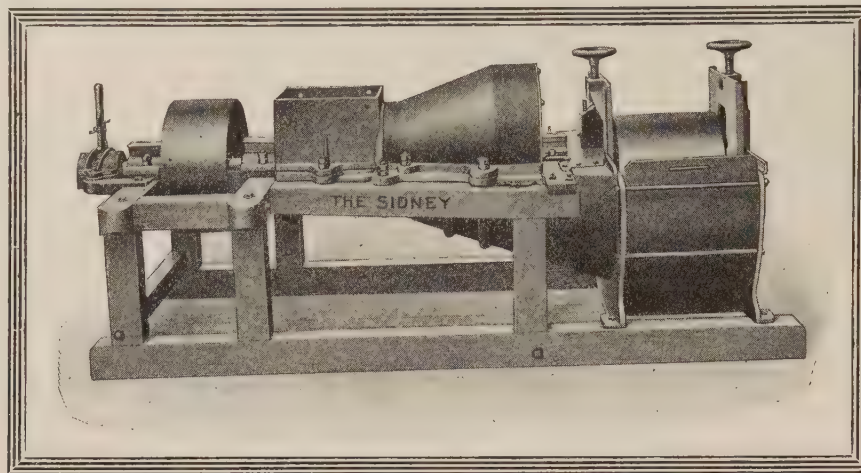


Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.

Sidney Combined Sheller and Boot

Works successfully on Corn in any condition, guaranteed

Requires no
expensive
hoppering



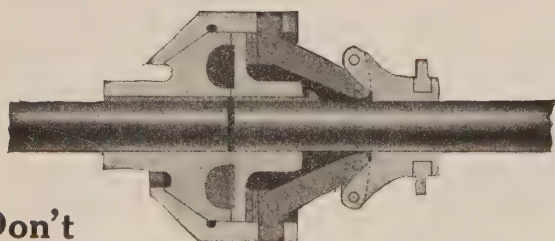
Boot

Sheller

Eliminates
deep tank
or pit under
the elevator

Our catalog, which is yours for the asking, gives further information

The Philip Smith Mfg. Company
Sidney, Ohio



Don't
Say Clutch
Say **PEERLESS**

The PEERLESS Clutch a radically, differently constructed device for this purpose, was designed and proven to have more area of friction surface, less parts, simpler and perfect adjustment, greater stability and longer life. It is constructed entirely of metal of our own formulas and is so mechanically, perfectly assembled that proper lubrication reaches all friction surface. For high speeds and heavy duty we bronze line all friction surfaces in addition to the bronze bush sleeve, which is our standard equipment. The arrangement of links and levers is such that Clutch cannot be accidentally engaged or disengaged.

WRITE FOR DESCRIPTIVE CATALOGUE AND PRICES.

We carry a complete stock of Elevating, Conveying and Power Transmitting Machinery for Grain Elevators, Flour Mills, etc. We are also prepared to design complete Elevators and earnestly solicit your inquiries.

Essmuller Mill Furnishing Co.

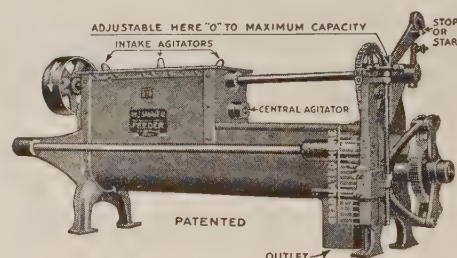
1216-24 SOUTH 8th ST.

ST. LOUIS, MO.

FEED MEN:

Efficiency of Operation determines your profits.

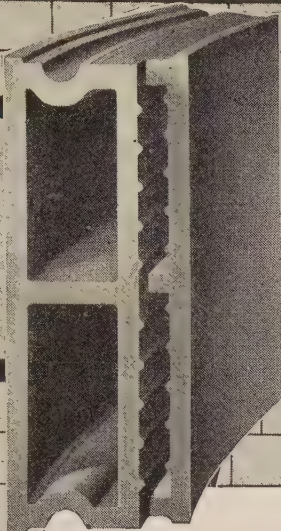
GAUNTT gives greater efficiency, therefore, greater profits.



**If You Have Feeder Troubles
Install the GAUNTT and
Forget Them**

W. J. SAVAGE CO., Inc., Knoxville, Tenn.

*NOTE—We build complete feed plants
and furnish plans.*



Preston Lansing

Tile Silos and Grain Bins

Vitrified Tile Is Ideal for Grain Storage

With a Preston-Lansing Grain Bin you can be sure of protecting your grain.

Losses from vermin and molding are eliminated as Preston-Lansing Bins are moisture-proof and vermin-proof. Vitrified Tile cannot burn—your insurance premiums are cut to a minimum.

The Construction That Defies Time

Each block is made to brace against the blocks next to it in "ship-lap" formation. Deep grooves at top and bottom allow for a complete "circle" of cement re-inforced with a twisted steel rod between each tier of blocks. These bands of steel give strength to withstand any grain pressure. State University tests show that Preston-Lansing Blocks can withstand a pressure of 95,000 pounds even without re-inforcement. Tests to determine the amount of water absorption show less than 4% after boiling the blocks for five hours.

Figured on a basis of yearly service, Preston-Lansing Bins cost less than any other. They have no up-keep cost—no repairs, no painting, no shrinkage. And in appearance they are second to none.

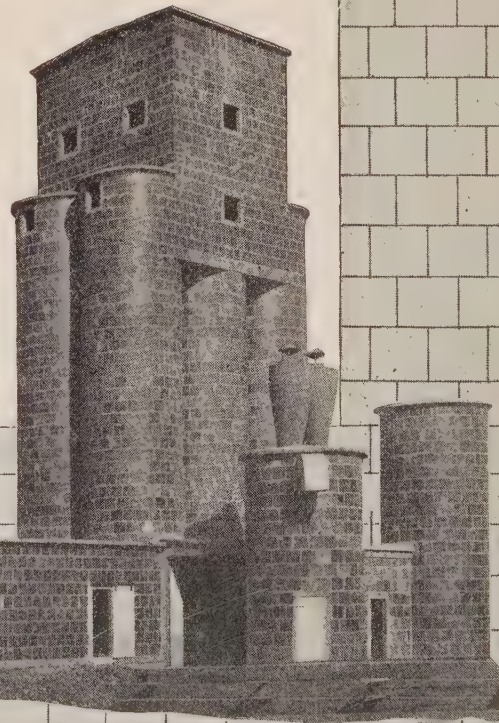
Write for catalog and prices.

J. M. PRESTON CO.

Dept. 418

LANSING, MICH.

Factories at New Brighton, Pa., Uhrichsville,
Ohio, Brazil, Ind., and Fort Dodge, Iowa



"Fireproof—Waterproof—Everlasting"

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHEASTERN OKLAHOMA ELEVATOR For Sale. Good crops. Might consider good Oklahoma land. Address Oklahoma Land, Box 4, Grain Dealers Journal, Chicago.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

NORTHEASTERN NEBRASKA Mill and Elevator. Surplus Wheat from Wagons. Will sell right if taken at once. Owner must sell on account of health. Address Surplus, Box 5, Grain Dealers Journal, Chicago.

FIVE COUNTRY ELEVATORS For Sale in Central Illinois. Fine territory and business. Capacities range fifteen to one hundred thousand. Will sell all or separate. Address Capacities, Box 4, Grain Dealers Journal, Chicago.

ONE 100 BARRELL FLOUR MILL and two 10,000 Bushel Capacity Elevators for sale. Located on the Katy and Frisco R. R. in Northeastern Oklahoma in a good red oats and corn country. Crops are good this year. Possession can be given at once. Address Box 82, Vinita, Oklahoma.

WESTERN OHIO ELEVATOR for sale, 15,000 bushels capacity. On private grounds and spur. No competition. Located in fine grain section and doing a good business in grain and coal, salt, flour and feed. Residence property included. Address Western, Box 7, Grain Dealers Journal, Chicago.

COMPLETE STEAM POWER Grain Elevator for sale. Excellent condition. Town of five hundred Central Illinois. Big territory. Annual handling 400,000 bushels. One competitor. Town will handle 800,000 bushels per year. Big ear corn station. Address Steam Power, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO GRAIN ELEVATORS for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. In good grain country. Village station with church and school on a division of the P. C. & St. L. R. R. Handling grain, field seeds, wool and coal. Between 5 and 6 acres of land with stables, shelter sheds, coal bins, engine room with engine, office, corn dumps, Marseilles New Process corn sheller and cleaner. Is a money maker. Reason for selling—have made enough to retire. Price \$10,000.00. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

INDIANA ELEVATOR For Sale, 40,000 bushels capacity. Steam power, all in good repair. No competition. In fine wheat, oats and corn country. Good feed and coal trade. On Pennsylvania Railroad. Address Pennsylvania, Box 5, Grain Dealers Journal, Chicago.

IF YOU are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

GRAIN AND FEED ELEVATOR with electric attrition feed mill for sale. Located in a good grain territory. Good dairy and feed business. Plenty of grinding with good retail trade.

C. A. FENSTEMAKER,
Amboy, Illinois.

20,000 BUSHEL CAPACITY Elevator and Mill at Violin, S. Dakota, for sale. Elevator handles 150,000 bushels of grain annually. Mill 100 barrel capacity. All fully equipped. Will sell cheap on easy terms if taken at once. Address Chas. Shepherdson, 1122 Flour Exchange, Minneapolis, Minnesota.

30,000 BUSHEL CAPACITY Iron covered Elevator For Sale. Coal business in connection, all located on private land in town of 300, within 125 miles of Chicago, together with modern residence. Offered on account of owner's failing health. Address James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Illinois.

25,000 BUSHEL CAPACITY Elevator for sale in South Dakota. Best grain territory in state. All machinery in good condition, five coal bins. A fine opportunity for a manager to get in the business for himself and also a good investment. Am not asking half of the value of property. Terms to suit buyer. Address A. Larson, Rockford, Illinois, care J. G. Chick Milling Co.

SOUTHERN KANSAS ELEVATORS and Good Grain, Coal, Feed and Implement business for sale, located in the best wheat belt of Southern Kansas. Fine schools and churches. Prosperous, high class farming community. A great opportunity for a hustler. Good crop of wheat now harvested. Write quick. Address Harvested, Box 12, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS ELEVATOR located in the best grain country in the State, on the I. C. R. R., for sale. Same in first class condition. 15,000 Bushels Capacity. Electric Power, also 10 Horse Power Gas Engine. Also ground on which the elevator stands 160x100 feet. Price Ten Thousand Dollars (\$10,000) if taken soon. Also have big coal trade. Address Gasoline, Box 3, Grain Dealers Journal, Chicago.

40,000 BUSHEL CAPACITY Elevator For Sale, on I. C. Ry., in corn belt of Illinois. Equipped with new sheller and cleaner. Electric power. A first class plant. Station handles 500,000 bushels annually. One good competitor. Coal in connection. Price \$23,000.00. Address James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Ill.

ELEVATORS FOR SALE.

10,000 BUSHEL ELEVATOR for sale with 75 barrel flour mill attached. More wheat and barley than the mill can grind and handle. Come and see it. No competition. W. M. Chelf, Leoti, Kans.

ONE HALF INTEREST For Sale, together with the management of Country Elevator doing good business. Located in the heart of the grain belt of Eastern Illinois. Elevator 60,000 Bushels Cribbed construction, Ear corn elevator frame, 10,000 bushels, 500 ton coal bins, concrete and frame building. Station handles 600,000 to 700,000 bushels yearly. One competitor. Possession given at once. Address Opportunity, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANT TO TRADE 150 stock and grain farm two miles from West Iowa for a good elevator located within one hundred miles of Burlington, Iowa.

A. D. HAYES,
New London, Iowa.

IF THE ELEVATOR you want to buy is not advertised in the "Elevators For Sale" columns make your wants known under the "Elevators Wanted" columns and you will quickly get full information on many desirable properties not yet advertised.

WANTED TO BUY: Old established retail feed business, or would buy, if priced right, grain elevator 20,000 to 50,000 bushels capacity in good grain growing section. What have you to offer? Address Growing, Box 5, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

MILLS FOR SALE.

FOR SALE—Well equipped 100-barrel mill in Rocky Mountain territory, with advantage of natural gas for fuel. Present owners retiring account poor health and other interests. Address Rocky Mountain, Box 10, Grain Dealers Journal, Chicago, Ill.

FEED MILL FOR SALE: Equipped with Corn Sheller and Attrition Mill, Fairbanks-Morse Y. Engine. Located in a good grain belt and doing a big retail business. Address Peter Evenson, McFarland, Wisconsin, Box 22.

NO. 1 WILFORD three roller mill for sale. Large center roller 12x6 inches. Capacity 30 to 40 bushels coarse ground mixed feed. Rollers newly corrugated and in first class condition. Address Trapp-Gohr-Donovan Company, 1125-29 N. 22nd St., Omaha, Nebraska.

MALE HELP WANTED.

FOREMAN WANTED: Must be able to handle men and know grain work. P. O. Box 563, Pittsburg, Kansas.

We desire an agent for our Rogers, Nebraska, elevator, which is a modern 40,000-bushel house just two years old. Wells-Abbott-Nieman Company, Schuyler, Nebr.

GRAIN ELEVATOR CARPENTERS, Millwrights Wanted, One Dollar an hour and transportation. Address P. O. Box 103, Bloomington, Illinois.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

MANAGER WANTED, Must be experienced and ready to go to work on October 1st. Have small plant, electric power. Handle grain and feed. Have bookkeeper and a helper. Address The Farmers Grain & Mercantile Co., Napanee, Indiana.

EXPERIENCED FOREMAN Wanted to take charge of the operation of a feed mixing plant, elevator and warehouse. We want a capable man, able to handle men and of some experience in making meal, cracked corn and feeds. A real opportunity for the right man. Plant near Indianapolis. Communications confidential. Address Feed Plant, Box 5, Grain Dealers Journal, Chicago, Illinois.

BUSINESS OPPORTUNITIES.

GRAIN, FEED, BRAN and IMPLEMENT Business for sale. Located in the Arkansas Valley in Colorado. Population 2000. Big territory. Poor health reason for selling. Address F. S. Johnston, Fowler, Colo.

CHANCE OF A LIFE TIME—Will sell entire or part interest with management of one of the best grain proposition in Central Illinois. Fine new buildings. Good money maker. Quick possession. Address Proposition, Box 5, Grain Dealers Journal, Chicago, Ill.

MINNESOTA GRAIN, COAL AND FEED business for sale or rent, consisting of twin elevators, coal pocket and sheds. Equipped with electric motors and gas engines. Good country, oiled roads. Well established business. Must sell on account of closing estate. Address J. H. Dobie, Mapleton, Minnesota.

The best way to dispose of anything is by advertising. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of the Grain Dealers Journal.

HALF INTEREST in live going grain and milling business in Southwest Missouri for sale. Main office in town of 8000. 12 Country buying stations. Doing good business. Will bear closest investigation. Parties wanting to sell wish to devote time to other interests. General management goes with interest offered. Address General Management, Box 4, Grain Dealers Journal, Chicago.

GRAIN AND COAL Business For Sale, well established and making money, run on cash basis. Has good trackage property with substantial improvements. Grain house, elevating machinery, chop mills, electric motor power, Hay Barns, Warehouses, etc., for handling wholesale and retail business. Located in modern little city, one of the most prosperous sections of the Union, center of shallowwater irrigated district of Panhandle of Texas. Big wheat crop moving, large grain crop following. Two seasons' run will pay for the plant. If you want a good investment and a live business, you can't beat it. Address Box 145, Plainview, Texas.

FOR SALE
GRAIN and FEED BUSINESS
near Portland, Me. Annual business
over \$100,000. Address
T. C. Wentworth, Cornish, Me.

SITUATIONS WANTED.

POSITION WANTED in a Grain Elevator as all around workman. Must answer at once. Address Workman, Box 4, Grain Dealers Journal, Chicago, Illinois.

WHEN the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

EXPERIENCED GRAIN MAN wants position as elevator manager or grain buyer. Can handle side lines. Am employed at present but desire change. Can furnish references. Address Box 247, Fowler, Colo.

SOLICITOR—Man with large acquaintance among Iowa shippers, who has done some soliciting will consider position as solicitor at this time. Address Acquaintance, Box 4, Grain Dealers Journal, Chicago.

COMPETENT Grain man of several years experience desires position as manager of Farmers or Line Company elevator in good town. Good bookkeeper and best of references furnished. Address Grain Man, Box 4, Grain Dealers Journal, Chicago.

EXPERIENCED MANAGER Wants position in thirty days; experience in grain, flour and feed, coal and implements; prefer Iowa or Illinois. Expect good salary and expect to earn it. Address Good Salary, Box 5, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN wants position as Elevator Manager or Grain Buyer. Can furnish best of references. Am employed at present but desire change. Kansas preferred. Address Kansas, Box 2, Grain Dealers Journal, Chicago, Illinois.

AN ADVERTISER in our Situations Wanted Columns says after one insertion: "I have so far received about five letters and who knows how many more I will get before the week is over. The Journal is the best advertiser of all the papers I know."

POSITION WANTED as Manager of Grain Elevator. Twenty-eight years old. Can give best of references and bond if required. Nine years experience. Am at present employed but can come on ten days notice. Address Leslie, Box 5, Grain Dealers Journal, Chicago.

WOULD LIKE TO MAKE CONNECTION with some reliable Farmers Company for the next season. Am a real live wire and have the necessary experience. Am at present manager in Western Minnesota and have the best of reasons for making the change. Address Western Minnesota, Box 5, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of a large local elevator, or working superintendent of Terminal or Mill Elevator. Forty years old and twenty years actual grain and elevator experience. Best of references. Will go any place where salary and working conditions are agreeable. Address Agreeable, Box 4, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED GRAIN MAN Wants position as manager for line elevator company, Iowa or Nebraska preferred. Am thoroughly capable of handling large volume of business, have had four years experience buying grain. Married, age 27. Must be a man sized job with a good future. Can furnish best references and bonds. Am at present employed but desire change for best reasons. Ready after November 1st. Address Best Reasons, Box 5, Grain Dealers Journal, Chicago, Illinois.

PARTNERS WANTED

PARTNER WANTED, competent grain man to take interest and active management of good point. Also good second man for Lumber Yard. Address Lumber Yard, Box 5, Grain Dealers Journal, Chicago, Ill.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

SCALES WANTED.

AUTOMATIC SCALES WANTED—Capacity 700 to 1,000 bushels per hour. A. A. Ulrey & Co., Fairmount, Indiana.

ENGINES WANTED.

USED OTTO AND FAIRBANKS-MORSE Gasoline Engines Wanted. Describe condition and state price. Address Otto, Box 5, Grain Dealers Journal, Chicago, Illinois.

ENGINES FOR SALE.

FOR SALE AT A BARGAIN 32 Horse power Fairbanks Engine. Address Fred Cramm, Hutchinson, Kansas.

ONE 12 H. P. TYPE N. P. Fairbanks-Morse Oil Engine for sale. Address EQUITY UNION MERC. EXCHANGE, Byers, Kansas.

30 H.P. STOVER ENGINE For Sale. Engine latest type, new, used about two weeks. Reason for selling, replaced by motor. Priced worth the money.

MOSS MEAD GRAIN CO.,
Nevada, Missouri.

FOR SALE:

One 30 H. P. Columbus Gasoline Engine, cheap.

One 3 H. P. International Gasoline Engine.
C. FRANK & STECK,
Valley City, Ohio.

ONE 8 H. P. FOOS TYPE SK Gasoline or Kerosene Engine for sale. This engine is new and has never been uncased. Has a 12x10" Clutch pulley. Reason for selling is that we have installed electric motor. Address Farmers Elevator Company, Green Mountain, Iowa.

ONE 15 H.P. CUSHMAN Vertical Gasoline Engine for sale. In first class condition. Price \$225.00.

Also one 11 H.P. Monitor Vertical Gasoline Engine in first class condition. Price \$200.00 f.o.b.

Reason for selling—have installed larger engines.

J. C. PEARSON,
Marshall, Oklahoma.

FOR SALE at a bargain, the following Gas Engines:

1—15 h.p. Otto Engine, speed 260.
2—3 h.p. International Engines, speed 600
These Internationals will burn either Kerosene or Gasoline.

The above engines were used one week as emergency power in our factories during the recent coal shortage and are as good as new. Address Purchasing Department, G. S. Blakeslee & Co., Cicero, Illinois.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

MACHINES FOR SALE.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elvtr. and milling line. A. D. Hughes Co., Wayland, Mich.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

FOR SALE:

Having disposed of our business we offer two sets of Fairbanks ten ton scales, never unboxed; also two partially built elevators. The Bennett Commission Company, Topeka, Kansas.

FOR SALE:

One Western Corn Sheller \$100.00.
One Sheller Feeder \$50.00.
Both of the above in good condition and used but very little. E. W. Volkman, Woodbine, Kansas.

ENTIRE CONTENTS of small but first class flour and feed mill at Cedarville, Ohio, for sale, including first class gas engine, scales, belting, grinding machinery, corn sheller, etc. Inquire The Hagar Straw Board & Paper Co., Cedarville, Ohio.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

FOR SALE CHEAP.

150 Barrel Fairbanks Hopper Scale, also vats, casks, ice machinery, compressors, shafting, piping, pulleys and machinery of all kinds of Chicago Brewery Co., 1269 W. North Ave., Chicago. Phone Randolph 1372 or write W. D. SAGER, 330 E. N. Water St., Chicago, Ill.

FOR SALE:

Gas Engine, International I. H. C. Horizontal, No. D1640, Speed 250, 15 H. P., also 32 inch grist mill, scales, elevators and line shafts. Address Mark Grisham, Newbern, Tennessee.

FOR SALE:

1-15 H. P. Otto Gasoline Engine.
1-30,000 Lb. Capacity Type Registering Howe Hopper Scale in excellent condition.
1 New Mattoon Car Loader.
STAFFORD GRAIN & SUPPLY CO.,
Stafford, Kans.

FOR SALE:

1 Sartorius Laboratory Scale—\$50.00.
1 Style 5055 Torsion Balance Laboratory Scale with extra set Brass Weights—\$60.00.
Both in perfect condition.
MINNEAPOLIS SEED CO.,
Minneapolis, Minnesota.

MACHINES FOR SALE.

MIDGET MILLS—One 25, one 50 and one 60 barrel Midget Marvel Mill for sale. Also all kinds new and used mill machinery. H. C. Davis, Bonner Springs, Kans.

RISSEY ROLLINS CO., of Kankakee, Illinois, write "You may discontinue our Ad in the Journal as we have sold most of the material and the Ad helped do it."

PORTABLE STEEL TUBULAR Elevator for sale, equipped with a 4 horsepower Cushman gasoline engine. Used ten days, in A-1 condition. Bargain price \$320.00 f.o.b. Warsaw, Ohio. Factory price would now be \$425.00 or more. Address Warsaw Elevator Company, Warsaw, Ohio.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

FOR SALE:

One Burroughs Adding Listing & Dating Machine, with split keyboard making it possible to add both bushels and pounds at once. This is a practical machine for a grain office.

One Elevator Fanning Mill with a complete set of sieves for cleaning all kinds of grain and seeds. Power attachment.
E. A. HILL,
Green Mountain, Iowa.

MACHINERY
For Grinding, Elevating and Conveying all kinds of grain of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

Big Stock

GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

MACHINES FOR SALE.

ONE RICHARDSON Grain Cleaning Machine For Sale. In perfect condition. Sterling Grain Co., Minneapolis, Minn.

FOR SALE:

1—No. 165 Eureka Counterbalanced Twin Shoe Elevator Separator.

1—No. 11 Monitor Oat Clipper.

Above machines in good condition and can be shipped promptly. Address Machinery, Box 5, Grain Dealers Journal, Chicago.

FOR SALE:

One No. 2 New Marselles Snapped Corn Sheller equipped for warehouse shelling. First class condition. Shelled only 25,000 bushels. Are installing larger sheller. Have full list of repairs for Sheller when needed. Price \$350.00.

PRUITT-CALDWELL GRAIN CO.,
Alex, Oklahoma.

ONE NO. 32 "Eureka" Oat Clipper, fitted with shoe, for sale. Machine runs right hand, with sun, and is in excellent condition (shop overhauled). Capacity 400 bushels per hour. Net price \$185.00. Worth double.

S. HOWES CO.,
Silver Creek, N. Y.

THE FOLLOWING are for sale cheap as they are too small for our work:

1-12 H. P. Charte Gas Engine.

1-60 Foston Cleaner.

1-18 inch Attrition Mill.

FARMERS GRAIN & MILLING CO.,
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ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

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Prompt Attention. **Quick Shipments.**
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

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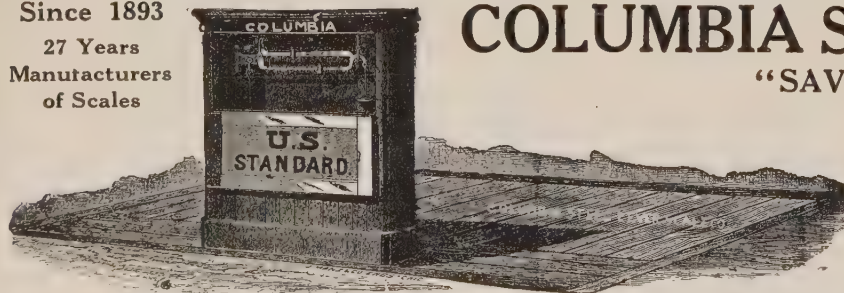
An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

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We maintain a large modern repair and testing department where we overhaul any make or capacity of scale, also keeping a good stock of repair parts. Competent men furnished to take out and install your scale.

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BURROUGH'S CALCULATOR For Sale. New, used only two weeks. Cost \$250.00—will take half. Will send on approval. Address C. Adams, Wausau, Nebraska.

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BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

10,000 **SECOND HAND** Cotton Grain Bags for sale. 16 oz. 35c each, f. o. b. St. Louis, in large or small lots.

FOELL & CO.,
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NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

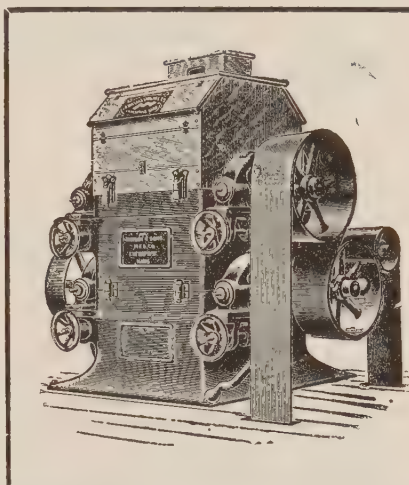
BOILER FOR SALE.

ONE 36" 12' HORIZONTAL Tubular Boiler, in good condition, for sale, with new full Henry front and 50' of good smokestack. Offer f. o. b. cars complete at \$200.00. Boiler can be inspected at Winchester, Indiana. Goodrich Bros. Hay & Grain Co., Winchester, Indiana.

MACHINE WANTED.

700 BUSHEL MEDIUM SCREW WHEAT Cleaners, five Bushel Richardson Scale, and 150 Bushel Fairbanks Hopper Scale wanted. Address Medium, Box 2, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employes needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.

Enterprise, Kansas

SEEDS FOR SALE—WANTED

CAR ALFALFA SEED, car timothy for sale. Johnston Land Co., Seward, Nebr.

SEEDS FOR SALE.

A big crop of excellent quality timothy seed. Some new clover. Write for prices and samples.

A. D. HAYES CO.,
New London, Iowa.

WANT TO BUY Pigeon grass screenings, wild mustard seed screenings and elevator screenings. Send samples and prices delivered New York.

J. A. BARRY,
29 Broadway, New York, N. Y.

FOR CORN IN SHUCK FOR FEEDING STOCK

Wire or write
J. N. FLORES & BRO.,
Floresville, Texas.

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OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

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For Sale
In car or local lots,
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POTATOES! POTATOES! POTATOES! EARLY OHIO'S.

Offer for sale while the harvest is on.
Local or car lots, Bulk or in sacks.
Prompt or deferred shipments.
No. 1's, No. 2's, Field run or culls. Price according, nothing smaller than good sized hen egg. Samples sent by express on request. Your addressing will catch us at Kenesaw, Nebraska.
KUECK COMMISSION CO.
F. H. Kueck, Manager.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

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305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

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Capacity of Elevator.....

Post Office.....

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State.....

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ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.
Wm. G. Scarlett & Co., wholesale seed merchants.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass and Dogtail.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.
Continental Seed Co., seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.
Indiana Seed Co., The, grass and field seeds.

KANSAS CITY, MO.

Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Ross Seed Co., jobbers and exporters.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.
Minneapolis Seed Co., seed merchants.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. L., fld. & gr. seeds, ex. imptrs.

OKLAHOMA CITY, OKLA.

Marshall Grain Co., Distributors of Kaffir Milo.
State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.

Kellogg-Huff Commission Co., seed grains, field seeds.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

The Stanford Seed Company, Inc.

Wholesale Field Seeds .. BUFFALO, N. Y.

SEEDS ANY and EVERY
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CAR LOTS or LESSThe Nebraska Seed Co.
Omaha, Neb.

HENRY HIRSCH

WHOLESALE FIELD SEEDS
CLOVER — ALSIKE — TIMOTHY — ALFALFA
Our Specialty
All Other Field Seeds
TOLEDO - - OHIO

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DISTRIBUTORS OF
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Guaranteed at destination.

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SEEDSCLOVERS, TIMOTHY
GRASS SEEDS
SEED GRAINS
FODDER CORN
MILLETSAnd A Full Line Of Seeds
NORTHROP, KING & CO.
Seedsmen
Minneapolis, Minnesota

The S. W. Flower Co.

WHOLESALE
FIELD SEED
MERCHANTSSPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
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"THE HOUSE OF QUALITY"

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and Sell
all Varieties
of Grass
and Field
SeedsThe Albert Dickinson Co.
MINNEAPOLIS CHICAGOIf you want regular country ship-
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firm name, place your "ad" here.

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ROSS SEED CO.
 Ky. Blue, Orchard, Red Top, and all kinds
 of field seeds Bought and Sold.
 Louisville, Kentucky.

MINNEAPOLIS SEED COMPANY
 MINNEAPOLIS, MINN.
 WE ARE BUYERS AND SELLERS
TIMOTHY—CLOVERS—MILLETS
 Grass Seeds and Seed Grains
 Send samples for bids Ask for samples and prices

MISSOURI BRAND SEEDS
 Specialists
 KANSAS GROWN ALFALFA
 MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
 KANSAS CITY, MISSOURI

WHITNEY-ECKSTEIN SEED CO.
 Wholesale Seed Merchants
BUFFALO, N. Y.
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 Seed and Grain Merchants
 Feed Manufacturers



We are especially prepared
 to offer the trade

**Canada Peas, Sunflower,
 Hemp, Bird Rape,
 Canary Seed**

Red Clover, Crimson Clover,
 Hairy Vetch, Spring Vetch,
 Bird Vetches, Rye Grasses,
 Alfalfa, Dwarf Essex Rape.

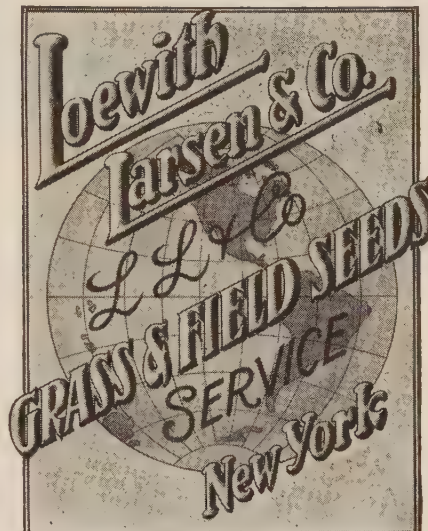
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 send us samples and quotations.

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IOWA SEED CO.
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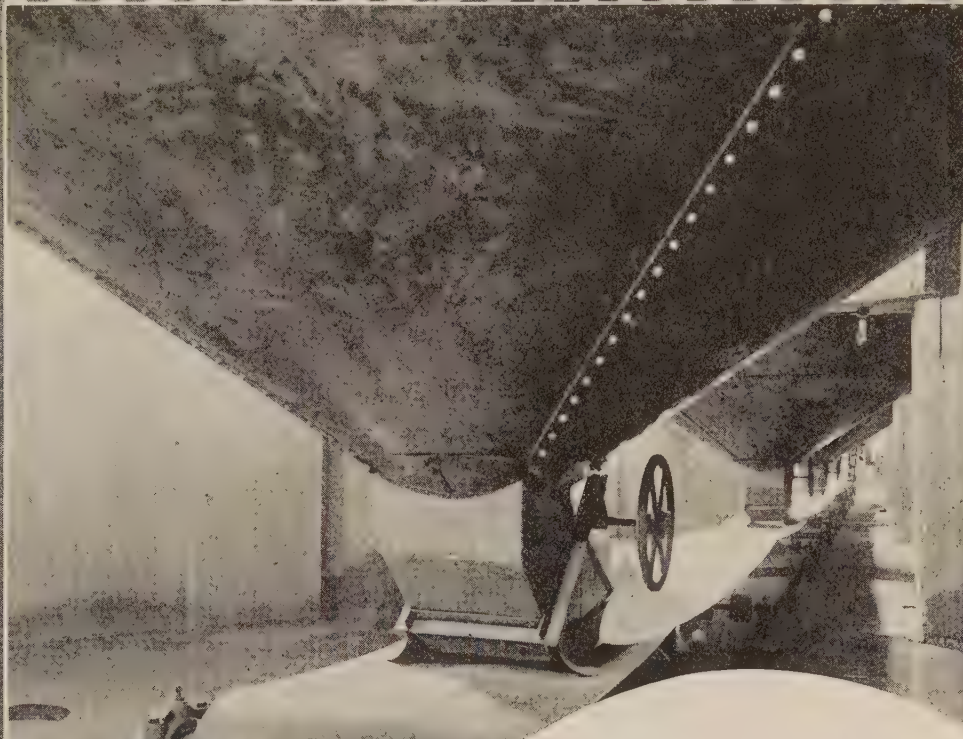
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IMPORTERS EXPORTERS
**GRASS and
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 Buyers and Sellers of Timothy, Red Clover,
 Alsike, Alfalfa, White Clover, etc.
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 columns of the Grain Dealers Journal



An Armco Suggestion

Wherever in your elevator you find need for equipment which must be of metal, yet rust-resisting—think of American Ingot Iron. In the damp, cold tunnels of terminal houses, or on the outside of a country elevator, you will find American Ingot, rust-resisting iron meeting the extremes of elevator operation.

Terminal elevator operators have accepted the kind of bin bottoms shown in the illustration. The dead weight of the storage tanks will be reduced 10%, while the capacity of the tanks will be increased at least 5%. Should damp grain stick to the bottom, a rap with a mallet will start it running. If a terminal house has 100 tanks, replacement of bin bottoms is costly. Armco Iron eliminates the need of costly replacements while one in place pays dividends on the first cost year after year. That American Ingot Iron lasts longest under extreme conditions of elevator operation means it lasts longest under all conditions. Look about your elevator.

The American Rolling Mill Co.
Middletown, Ohio



American Rolling Mill Co.
Middletown, Ohio



GRAIN DEALERS JOURNAL

Published on the
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305 So. LaSalle Street, Chicago, Ill., U.S.A.
Charles S. Clark, Manager

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THE ADVERTISING value of the Grain
Dealers Journal as a medium for reaching
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Advertisements of meritorious grain ele-
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ers are solicited. We will not knowingly
permit our pages to be used by irresponsible
firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those
engaged in the grain trade, news items, re-
ports on crops, grain movement, new grain
firms, new grain elevators, contemplated im-
provements, grain receipts, shipments, and
cars leaking grain in transit, are always
welcome. Let us hear from you.

QUERIES for grain trade information not
found in the Journal are invited. Address
"Asked-Answered" department. The ser-
vice is free.

CHICAGO, SEPTEMBER 10, 1920

TERMINAL elevator operators report an improvement in the labor situation.

MORE PRODUCTION as a slogan must have been taken in earnest by the growers of the present record-breaking corn crop.

THE REDUCTION in lake and rail rates on grain to the seaboard does not seem to have helped the car situation one car load. More cars, more locomotives and greater efficiency is badly needed.

PAPER car liners have saved grain shippers from so many expensive losses the wonder is any small grain is now loaded into a car without first lining car with heavy paper, as well as cooping it.

DON'T BE TRAPPED into loading a bigger car than ordered with more than the maximum for the car ordered if you wish to escape the plight of the shipper who tells in "Asked-Answered" this number how he lost \$109.

EXPORT shippers will be interested to learn that a hearing will be held Sept. 20 by the Interstate Commerce Commission on a revision of the standard B/L, as suggested by the Institute of American Meat Packers, who desire that more responsibility be placed on the ocean carriers.

NORTH DAKOTA according to the Attorney General has been losing money in the milling and grain business at Drake, but continues the construction of a large mill and elevator at Grand Forks. When the tax payers awake Mr. Townley and his gang of fakers will walk the plank.

ONE MONTH from today grain dealers from all parts of the country will assemble in Minneapolis to start the twenty-fourth annual convention of the Grain Dealers National Ass'n.

SOFT CORN prospects is prompting many country elevator men to install driers so as to take care of the grain at home. When cars are hard to get and moved slowly even when loaded with hot corn a good drier shud prove a profitable investment.

SENTINEL, Okla., grain elevator operators were flooded recently by back water from a railroad culvert, but crafty clauses in their ground leases seem to bar them from recovering any damages for their heavy losses. The railroads are unwilling to stand responsible for their own acts when they can induce lessors of their land to assume the responsibility.

COUNTRY bankers who refuse to lend money to grain dealers unless given an order for insurance on the elevator should be shown that his own interests will be protected and promoted by placing the insurance with companies making a special study of the grain elevator hazards. They increase the safety and the security of the property and the business.

A WESTERN BUYER has raised the question. What is the liability of a shipper on affidavit weights? The buyer raises the point that both the weights and the affidavit may be wrong. If either is wrong, then of course the shipper is to blame, and he alone is liable for his own errors and false statements. The man who commits perjury is just as likely to be found out quickly as he who maintains a defective weighing device. They all come to light in the final investigation.

THE EXCESSIVE charges now being assessed by grain carriers for demurrage, for the privilege of reconsigning and diversion and for every other movement of freight, is arousing the ire of some large buyers of transportation and no doubt the suffering public will soon join in the protest against the large increases recently given the carriers. The war is over and while it may be fair to require those using our transportation facilities to make up the deficiencies of governmental operation, still there should be some promises of early relief from the heavy charges now being assessed.

STATISTICS of car movement published by the National Chamber allege that the average freight car spends 43 per cent of its time moving from the point of loading or unloading to the terminal where it is put into a train or the transfer track, and 37 per cent in the hands of the shipper or receiver. A more valuable contribution to its study of freight car movement would be a statement of how much of the 43 per cent reported spent in moving was actually spent in standing still. Considering that grain shippers do load a car in a few minutes it would be found that grain dealers do not take up one-tenth of 37 per cent of a freight car's time for loading. And it is a poorly managed terminal elevator that will not unload 100 cars a day.

FAILURE TO FURNISH CARS to shipper is excused by federal control is the unwelcome decision by the Kansas City Court of Appeals. This ruling makes it unadvisable for shippers to prosecute the carriers for the thousands of cases where they have suffered loss thru failure to obtain cars during federal control.

THE STARTING of the restored Port Colborne elevator recalls the seven disastrous grain dust explosions in grain elevators last year. This year we have had no explosions of this character, but grain elevator operators generally are exercising greater care in keeping their plants free from dust and the dust explosion hazard down.

JACK FROST has been indulging in ominous threatenings of the corn crop in some sections, but still the grain dealers all insist that we will have a big crop and the Bureau of Crop Estimates admits that the prospect is for a crop of 3,131,349,000 bushels. This, combined with a large crop of oats, barley, rye and wheat, will keep most of the country elevator men busy for the next eight months.

CONGRESSMAN BAER of North Dakota is trying to get in the lime light by bulling the price of wheat. He wired Attorney General Palmer, a specialist in sugar prices, demanding that the Government suppress wheat speculation and fix a minimum of \$3 a bushel for wheat. The country has suffered enough from Governmental bungling and is not in a humor to tolerate any more interference with business.

A GIGANTIC WHEAT POOL is proposed by the national board of farm organizations, which recently held a 3 days' session at Columbus, O. When the president of the organization stated that as a result "prices to the consumer will be greatly reduced" he guessed closer than he intended. The saving to the consumer will come when the bottom drops out of the pool. Fortunately for the farmers themselves a sufficient number of wheat growers have sense enough to stay out of any combination. Just as soon as the general public gets a suspicion that any commodity is trust-controlled a silent boycott develops against the purchase and use of that commodity. As the English put it, the consumer does not like to be "had."

CARS are becoming more plentiful in some sections, while the shippers in others state that they have no reason to complain. The railway executives at their recent meeting in Chicago voted to increase the per diem cost to the railroad for the use of a car belonging to another road from 90c to \$1.10. Had the executives agreed to increase the per diem charge to \$5.00 per day, many of the beggars depending upon the enterprising freight carriers for their cars would buy a few cars of their own. A new box car will cost about \$3000.00, yet the railroads propose to rent these cars to one another for \$1.10 a day. Even this small increase may help to bring about more liberal purchase of cars, and their prompter return to their owners, all of which will help the shipping public.

CASH OATS have dropped 50% in price since last spring, giving the Horse Publicity Ass'n more leverage in its defense against gasoline.

NEARLY time for the railroads to give the annual rentals for elevator sites on railroad right of way another boost. So long as the elevator owners pay the advances demanded and sign the unfair leases the railroads will continue to improve their opportunity. It is up to the elevator men to show a fighting spirit.

AUTOCRATIC cancellation of licenses of the livestock commission men by the Sec'y of Agriculture has been enjoined by Judge Stone in the Federal District Court at Kansas City. Irrespective of the merits of the case fair-minded men must concede that bureaucratic murder of a business firm on one man's say-so does not comport with the Declaration of Independence. The evils of bureaucracy do not become apparent to an individual until his own activities are hampered; and the cattle raisers who now think so well of the Sec'y would revile him the minute he issued an edict that no drover could ship cattle across state lines without a license from the Sec'y.

EXCHANGE DIRECTORS should serve notice on all concerned that contracts for the future delivery of wheat must be filled and that no eleventh-hour action will be taken by directors nullifying such contracts to let shorts out of a hole. Millers, consumers, exporters and foreign governments should be encouraged to buy the distant futures. It is only by a rigorous enforcement of these contracts that confidence can be restored and the price level elevated to afford the hedging accommodations that are the real reason for the existence of pit trading. With other commodities dropping on every hand the wheat bulls and bull speculators need all the encouragement they can get. It is unnatural for exporters to be bidding such fancy premiums over the December for cash wheat. Do they fear that if they bot December to fill their own contracts with a foreign government the directors of the Board of Trade would cancel their contracts?

CANCELLATION of orders has become a widespread evil in many trades, as evidenced in the inquiry conducted by the Chamber of Commerce of the United States. In apparel and mechanical lines it seems that merchants would buy from two or more sources of supply more than sufficient to meet their anticipated requirements with the thought of canceling one order later, or both if the demand fell off. In this way some manufacturers have unexpectedly found themselves with a big stock on hand, to be sold at a loss. To the credit of the grain trade it can be said that cancellations are practically unknown. In the grain business a contract is a contract. One reason is that the daily market quotations of the exchanges make it perfectly obvious to both parties that cancellation means a certain loss to one party, and afford a basis of settlement unknown in the shoe and clothing trades. In the few instances where cancellations are made in the grain trade it is because the contract specifically permits cancellation.

Contracting Grain for Future Delivery

A Kansas correspondent in our department devoted to "Letters," in this number, takes us to task for criticizing Senator Capper's announced program for stopping all trading in grain for future delivery.

Nearly every staple commodity is dealt in by some men for future delivery, but the dealing in comparatively few commodities for future delivery is surrounded with the publicity and the safeguards provided by the grain exchanges of the United States for deals in grain for future delivery.

Most of the bills proposing to abolish grain exchanges, which are simply well regulated places for trading, have been introduced in Congress by men who had no knowledge of the inner workings of grain exchanges, their true purposes or the real results attained.

One Senator did make a vigorous fight for the enactment of an anti-option bill, solely from selfish motives. Being a large buyer of wheat, he wished to do away with the central markets and the open competition afforded by those markets, for bidding up the price of his raw product. He was not interested in the morals of the speculators, the interests of the producers or the consumers.

The grain exchanges are simply trading places, and the grain exchanges adopt rules and regulations designed to protect everyone dealing in any commodity on the exchange against unfairness, trickery, or dishonesty.

The rules of every exchange contemplate the delivery of all commodities sold on the trading floor, and will require the delivery or acceptance, should either party to a contract, made on the exchange, refuse to go through with his part of it. Members caught bucket-shopping trades in any commodity are quickly expelled and the record of every sale in the market is an open book to the entire public.

The average individual seems to lose sight of the true purpose of a grain exchange. If all trading in grain was done privately, then none would have knowledge of many transactions, and all would be in the dark as to the true value of any grain.

It is true that if future trading were abolished, the deliveries of cash grain to purchasers in this country would be limited to the actual amount produced, but that does not change the value of the public market places to all interested in the value of the grains traded in.

The miller gauges his asking price for flour by the price the open market shows to be ruling for the grain he would need. The baker watches the price of wheat when he is buying flour, and buys when he thinks the market is at the bottom. The country grain merchant watches the daily prices ruling in these public trading places and bids the farmer for grain what he thinks he can afford to pay.

If we had no central market for grain, each country merchant would be compelled to scout about the land for a buyer of his daily purchases from the farmers, and never would he know that he was being paid a price in keeping with the prices paid our exporters or millers by the foreign buyers. The markets would be private, confidential, and secluded;

prices would vary widely even in small markets.

It is true many men have been ruined financially by dealing in grain futures, but it is also true that many other men have been ruined by dealing in other commodities as well as in cash grain. The speculative element involved in the ownership of any commodity on its way from the producer to the consumer cannot be abolished. It will be with us always. The laws of no government can overcome or obliterate this speculative element in the marketing of commodities. Merchants in all lines of business naturally endeavor to forecast the future market for their commodities, and to make purchases, sales or agreements therefor in keeping with their own conviction regarding the future trend of the market.

Late in 1915, we inspected the factory of a large manufacturer of grain elevator machinery, and there were confronted by many thousand tons of metal suitable to be quickly worked into elevator supplies. The manufacturer, with his foresight and thorough confidence in the future, would have tied up much less capital and greatly reduced the cost of doing business, if he could have gone into the open market and purchased the various forms, shapes and sizes of metal suitable to his business, for delivery in the future, when he might expect to have need of them for filling orders yet to be obtained.

He took the chance of the market and won out, just as many millers and grain merchants have taken the chances of the market, and yet the iron manufacturer is not suspected of being immoral because his purchase was not conducted in a public place. Neither can the grain merchant who takes the chances of the market be rightly charged with immorality.

The ironmonger's stock was purchased privately and hidden in his own warehouse so ceased to exert a depressing influence on the metal market. The miller's public purchases on the grain exchanges for his future needs exert an influence on the grain market until the day of delivery or cancellation. The seller holds in store or keeps bidding for the grain he owes the miller. Contrary to the layman's impression the centralizing of grain trading in well regulated public grain exchanges makes for markets in keeping with the true conditions of supply and demand thruout the world, hence it makes for steadier markets and safer markets in which to do business.

The man who wanders into the "Customer's Room" and places an order to buy or sell, on the flipping of a coin or on inadequate information, is a pure speculator, but thru his contracts he absorbs the speculative element in the business of the baker, the flour merchant, the miller, the feed manufacturer, and the grain merchant.

Many farmers have speculated in their own products and greatly influenced the market without ever placing a trade, and many of them have lost thousands of dollars thru their bullish tendencies. While all these losers pay the price, no one loses money in a market unless someone else wins. The market absorbs nothing beyond the expenses of collecting reliable information and disseminating widely authentic records of actual transac-

tions. Bluffs or bets do not go in the grain market. A man who has convictions contrary to that of his brother trader, must accept or deliver grain in keeping with his own contracts and pay or accept the price stipulated.

No man ever thinks well of a game or a business which loses him large money. However, it ill-becomes those who have speculated in the grain pits to throw mud, or call names and condemn generally, because such tactics invariably cast suspicion upon the individual's motives, and work no improvement in marketing conditions.

If the grain exchanges, the public places for marketing grain, can be more carefully safeguarded against unfairness than at present, then every member of every grain exchange of this country will thank any individual who will come forward with a practical suggestion for attaining that end.

If the country had been without grain exchanges during the last ten years, the grain trade would today be in the hands of a few firms, who would control prices, markets and exports, in utter disregard of the rights or interests of either the producer or the consumer. The members of the grain exchanges have striven earnestly and honestly to perfect every reform that has promised in the slightest degree to facilitate the economical marketing of grain. Anyone familiar with the objects and the work of the grain exchanges will not condemn the present system of marketing grain unless prompted by some spirit of revenge or a selfish hope of gaining a permanent advantage.

THE DROP IN WHEAT FUTURES following the opening of that market is erroneously attributed by enemies of future trading to bear speculators. Months before the pits were reopened cash wheat in a single week, that of May 22, dropped from \$3.15 per bushel to \$2.80. Now, will Senator Capper explain to us how his bill against future trading would have prevented the drop in cash wheat in the month of May? Or will he be forced to admit the truth, which is that exchange trading simply is an open and free register of world conditions in the wheat markets?

MINIMUM WEIGHTS of animal and poultry feed must remain at 40,000 lbs. under the Southern Classification; and feed manufacturers should resist all attempts being made at present by some of the Southeastern lines to assess a 60,000 minimum. Inasmuch as there is no commodity shown in the general supplement raising minimum weights on grain products that covers animal and poultry feed, prepared; and, inasmuch as animal and poultry feed, not otherwise indexed by name, is not shown in the classification under the heading of "grain products" carriers have no authority to assess 60,000 lbs. minimum. While desirable to preserve the rights of the individual dealer under the tariffs, it is on the other hand not desirable from the standpoint of the interest of the feed trade or the carriers to continue selling and hauling small cars. The cost of hauling a small car is nearly as great as on a larger car. Selling small cars encourages a lot of small fry retailers who are not businesslike, and permits many consumers to buy direct and go around the regular dealer.

Some Effects of the Rate Increase.

One of the unsettled problems growing out of the percentage rate increase is the adjustment between the Atlantic seaboard and the Gulf on rates from Illinois and Missouri River points.

From Central Illinois to New Orleans the old rate was 26½¢ and the new rate is 36¢ on grain. The old rate from Central Illinois to Baltimore was 30½¢; the new rate is 44¢. Thus the differential in favor of the Gulf becomes 8 cents instead of 4 cents.

Taking the Missouri River the situation stands thus: Rate in effect Aug. 25, Omaha to St. Louis, 11½¢; St. Louis to Gulf, 17½¢, total 29. Kansas City to the Gulf, 28. Missouri River to Chicago, 15; Chicago to Baltimore, 21½¢, total, 36½¢; a difference of 8½¢ in favor of Kansas City and the Gulf as against Missouri River and Baltimore.

The difference becomes 14 cents since Aug. 26, thus, Omaha to St. Louis, 15½¢; St. Louis to Gulf, 23½¢; total 39. Kansas City to Gulf, 38. Missouri River to Chicago, 20½¢; Chicago to Baltimore, 31½¢, total 52¢.

The Wabash and other lines running to the seaboard do not seem to be alarmed at this discrimination against them, but when the present car shortage has passed they will be looking for traffic legitimately theirs to maintain their earnings.

Partly to overcome this discrimination the Interstate Commerce Commission on Aug. 26 authorized the carriers to make the percentage increase 30 instead of 40% on grain from the upper lakes thru Buffalo, Erie and Fairport to the Atlantic seaboard, effective Sept. 1.

Until Feb. 28, 1921, rates on ex lake grain per 100 lbs. will be as follows: Domestic rates to Boston: Wheat 25.67; corn and rye 25.29; oats 25.13 and barley 25.58.

Domestic rates on grain destined to New York, Philadelphia and Baltimore are wheat 21.17; corn and rye 21.29; oats 20.63 and barley 21.08.

Export rates on grain shipped thru New York and Boston are the same and rates thru Baltimore and Philadelphia are the same. The New York-Boston rate is slightly higher than the rate thru the more southern ports of Baltimore and Philadelphia.

Export rates thru Boston and New York are: Wheat 20.17; corn and rye 19.79; oats 19.63 and barley 20.08.

Export rates thru Baltimore and Philadelphia are: Wheat 19.67; corn and rye 19.29; oats 19.13 and barley 19.58.

These rates include the charge of not exceeding 1 cent per bushel made by the elevators against the grain for elevation and transfer from lake vessels to cars, including 5 days' storage.

On Illinois interstate shipments the State Public Utilities Commission of Illinois authorized an increase of 33 1-3 percent, as against the 40 percent increase authorized by the Interstate Commerce Commission on interstate shipments.

The charges of the carriers at Chicago for a switching, reconsignment and weighing will be increased 40 per cent on interstate shipments and 33 1-3 percent on Illinois state shipments.

This conflict between the Federal and Illinois State authorities is the subject of a hearing being held Sept. 8, 9 and 10 before Interstate Commerce Commissioner B. H. Meyer at the Great Northern Hotel, Chicago, where the railroads and the Commission are co-operating in an effort to work up proof that the state rates are a burden on interstate traffic, and should be leveled up to the interstate increase. Back of this is the legal question whether the Federal Interstate Commerce Commission has such control over rates within a state as to set aside a law of that state, the Illinois statute being specific on the passenger rate per mile. As the courts have held rate making to be a legislative function it is doubtful whether the federal commission

can raise the Illinois intrastate rates above those allowed by the state commission in the war emergency.

Contract Must Be Signed by Both Parties.

T. G. McCorkle at Wheatley, Ark., bot of the H. K. Cochran Co., thru its agent, Mr. Ownes, a car of oats, bran, chops and meal. Ownes made a memorandum and gave McCorkle a carbon copy, signed by Ownes. McCorkle alleges that in their conversation he was given the privilege of cancellation before shipment. He did not sign the written memorandum. When McCorkle refused to accept the car the H. K. Cochran Co. brot suit and was given judgment in the circuit court of St. Francis County.

The Supreme Court of Arkansas on appeal has recently reversed the judgment on the ground that a written memorandum signed by one party alone did not constitute a written contract; and, being an oral contract, defendant was entitled to introduce evidence to prove that there was an additional agreement not in writing, permitting cancellation. A new trial has been granted.—222 S. W. Rep. 34.

Permissible to Use Explanatory Words With Official Grades.

The Supreme Court of Arkansas on July 5, 1920, decided against the Hayes Grain Co., plaintiff, and in favor of the Rea-Patterson Milling Co., defendant, in a suit growing out of defendant's refusal to accept three cars of corn on contract.

The confirmation following an exchange of telegrams, read:

"Purchase Contract. Coffeyville, 4-3-1918. 'Hayes Grain Company, Fort Smith, Ark. 'We confirm purchase of you by wire, your Mr. — talking to our Mr. — as follows: 'One car containing capacity bushels, choice 3 white kiln-dried corn at \$1.76 per bu. f. o. b. St. Joseph, Mo., or points taking same rate to * * * federal grades, federal weights, shipment within ten days via Missouri Pacific. If no objection is made to this contract immediately by wire, same shall be considered final."

The court said: The letters and telegrams are contemporaneous writings with the memorandum which appellant designates as the contract; and we think it manifest that the parties intended that they should be so considered. They were all in the hands of appellant before it shipped the corn. Mann v. Urquhart, 89 Ark. 248, 116 S. W. 219. Besides, as we have shown, the final contract of sale was concluded the day after this memorandum of sale was signed by appellee and mailed to appellant.

Moreover, the very memorandum itself described the corn as "choice 3 white kiln-dried corn," and the testimony shows that the corn in controversy was not choice kiln-dried corn, although it did, in fact, grade "No. 3 white," and ordinarily this fact would have justified appellee in refusing to accept the corn. Appellant says, however, that it was unlawful, under the United States Grain Standards Act, for the appellee to purchase for shipment in interstate commerce under any designation except by grade, and that all other descriptive terms must be rejected as surplusage, and that the only question to consider is whether the corn would have graded "No. 3 white" at the time and place of the proposed delivery.

The official inspector at Coffeyville, Kan., who inspected the corn in question, testified at the trial and exhibited to the court three pans of corn, all of which graded No. 3 white; yet he explained that one pan was suitable for milling, and another pan was not for the reason that it would color the meal.

We conclude, therefore, that the requirement of the memorandum that the corn should be "choice" and "kiln-dried" did not offend against the provisions of the federal statute and are not to be disregarded as surplusage.—223 S. W. Rep. 390.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Docket 9009?

Grain Dealers Journal: Could the Journal direct me where to obtain a copy of Docket No. 9009?—Wm. C. Roberts, Cumberland, Ia.

Ans.: A good digest of Docket 9009 was published in the Journal Feb. 25, 1920, page 372.

Copies can be obtained by addressing George B. McGinty, sec'y Interstate Commerce Commission, Washington, D. C., asking for the last report given in 56 I. C. C. 347.

Smut Cure for Wheat?

Grain Dealers Journal: Is there some company that manufactures a smut cure treatment for seed wheat. We are anxious to recommend something of the kind to our farmers.—Wakarusa Milling Co., Wakarusa, Ind.

Ans.: Wheat is not treated for smut with any patent nostrum. Common chemicals or hot water are used in the way prescribed by the state experiment stations. Many years ago copper sulphate was popular; but now formaldehyde is used. This is bot at any drug store and used as stated in the Journal Mar. 25, 1919, page 502.

The hot water treatment for smut is described and illustrated on page 286 of the Journal for Aug. 10.

War Tax on Car Service Bills?

Grain Dealers Journal: Some time ago the railroad company discontinued collecting war tax on car service bills.

Will the Journal advise us from what date that war tax on car service was eliminated?

If the collection of war tax on car service bills was illegal from the start, how can we recover by making claim for refund?—Port Huron Storage & Bean Co., Port Huron, Mich.

Ans.: Collection of this tax was illegal from the start; but the government got the money and the railroad company is not the party to refund. All such taxes illegally paid can be recovered, no matter how far back, by making claim against the U. S. Government, using Form No. 46, issued by the Department of Internal Revenue, revised January, 1920, prescribed for "taxes erroneously or illegally collected."

Interest on Railroad Claims.

Grain Dealers Journal: Will the Journal kindly advise us if a claim for interest is collectable on unpaid claims or claims that are delayed pending investigation, or for other reasons.

There are often several months' delay before we receive payment on claims and it has occurred to us the railroad company should pay interest on these items until they are paid.

On claims that have been pending for two years or more and have not yet been settled, is there any method by which the railroad company can be compelled to pay these claims?—The Saratoga Milling & Grain Co., Saratoga Springs, N. Y.

Ans.: For the purpose of interest charge, claims are divided into two classes. 1st, overcharge and conversion. 2d, loss and damage. Overcharge claims bear interest from the time the freight was paid. For conversion (failure to deliver at all) interest dates from the date of the conversion, or from the date delivery should have been made.

On damage claims interest does not accrue until court has given judgment.

The only way to compel payment of long-standing claims is to start suit and attach the rolling stock.

Onion and Garlic Out of Wheat?

Grain Dealers Journal: Is there any company that has a machine which will fan onion and garlic out of wheat?—Farmers Elevator Ass'n, Washington, Mo.

Ans.: The easiest and surest way to remove garlic from wheat is to dry the grain. Then all the garlic can be removed readily with an ordinary fanning separator.

"Millstuff and Millfeed?"

Grain Dealers Journal: Will the Journal please advise us what it understands to be meant by the terms "Mill Feed" and "Mill Stuff." We have the question up with the carriers as to the strict meaning of these terms and the exact commodities they cover.—Geo. B. Matthews & Sons, New Orleans, La.

Ans.: Mill feed in the tariffs is defined to include bran, shorts, middlings and shipstuff. Millstuffs is not defined; but includes all mill products not specifically mentioned. Rate clerks do not attach much importance to millstuffs, as no rates are made on that. The term occurs only in the minimum weight list and is said to have been inserted there to cover any mill product not otherwise covered.

Transit on Clippings?

Grain Dealers Journal: The WWIB have issued correction sheet covering carload of oat clippings which moved from Ft. Worth to New Orleans, La., and on which inbound oat tonnage was surrendered, they claiming that we were not allowed to surrender 1% of each pro covering inbound oat tonnage while we contend that the various transit tariffs provide for inbound commodities to consist of oats and the outbound commodity clippings.

We applied 40,000 lbs. Anna, Texas, tonnage paid in 15c, balance out 16c, while they have corrected basis of 400 Anna, Texas, tonnage with the balance 39,600 flat.

What is the custom at the Northern markets in regard to handling of the oat clippings?—Smith Bros. Grain Co., Ft. Worth, Tex.

Ans.: The practice at large terminal centers where the volume of business in oats is large and particularly at points where rates break is to recognize oat clippings as representatives of oats. In a Northern market a whole car of clippings out would have been accepted against one car of oats in.

Was Freight Excessive?

Grain Dealers Journal: On June 25, 1920, we shipped a car of corn to the Trinidad Grain Co., Trinidad, Colo., f. o. b. car Solano, having ordered a 60,000 capacity car.

The E. P. & S. W. Ry. Co. set in a 100,000-lb. car into which we loaded 75,000 lbs., and the agent at Trinidad collected from the Trinidad Grain Co. for 100,000 lbs. freight, or \$109 too much.

Are we responsible for the freight when we sold the car f. o. b. Solano, N. M.? The Trinidad Grain Co. wants to hold us responsible for the overcharge and has sent us a statement. We put in a claim with the railroad company but have not heard from them.—Farmers Mill & Elevator Co., Solano, N. Mex.

Ans.: Shipper, not having paid the freight, has no standing to collect claim from the railroad company.

Shipper is liable to the buyer if he failed to load as requested.

The correct procedure is for the buyer to make claim for refund of the excess freight, having first prepared claim papers by having the local freight agent at point of origin endorse on the B/L that the larger car was furnished for loading on an order for a 60,000 capacity. This endorsement should have been on the B/L in the first place, and the railroad company would not have made the extra charge.

But a shipper who orders a car of a certain capacity and is furnished a larger one, must stick to his original proposition; as, if he loads more than the maximum for the size car ordered, he will be charged the minimum for the car furnished. This is what happened in this case, as 75,000 lbs. is more than the maximum allowed for a 60,000 capacity car.

At the same time the charge of 100,000 lbs. freight may be too much and can be recovered if the car was loaded to within 24 inches of roof, which is the minimum under the new

tariffs, and noted on B/L, when actual weight will apply as stated on page 375 of the Journal for Aug. 25.

Failure to Give Arrival Notice?

Grain Dealers Journal: We billed a car of grain to ourselves at another station and wrote the agent to wire or 'phone us notice of arrival at our expense, as we were in position to give disposition promptly. The agent failed to do so, but after a second letter the agent at our station received a wire from agent at destination asking for disposition, after car service had accumulated.

We would like to recover the car service and the war tax.—Hendrick & Scruggs, Hollis, Okla.

Ans.: Demurrage does not accrue unless arrival notice has been sent. Unless the carrier can show that notice was sent the demurrage must be refunded by the carrier. The war tax will be refunded by the government if paid, by making claim with the Department of Internal Revenue.

Recovery for Delay and Deterioration?

Grain Dealers Journal: We had shipped from Milwaukee to Albion, Mich., a car of corn grading No. 4 yellow that was five weeks on the road and was officially inspected at destination as No. 6 yellow, musty and moldy.

Our customer accepted the damaged corn after we made an allowance of \$125.

Claim agent of the Michigan Central declines our claim, alleging that a careful review of the movement of the car indicates that all delays are chargeable entirely to the congested condition caused by this switchmen's strike. The car arrived at Albion May 8. Can we recover some of the loss we suffered?—Carpenter-Osmer Grain Co., Battle Creek, Mich.

Ans.: The carrier is liable for deterioration during delay. It can plead a strike as a defense; but the burden is on the carrier to show that there was not negligence on its part in addition to the strike. So that this resolves itself into a question of fact.

In the chain of transportation all the way from Milwaukee, Wis., to Albion, Mich., was there not some point where the carrier negligently permitted the car to lie for several days, while moving other freight forward? Claim agent alleges that his careful review of the movement of the car shows that all delays are chargeable entirely to the congested condition caused by the strike. To accept this allegation it would be necessary to go over the route record and note the stops and for what. It may be true that there was no delay except by the strike, in which case shipper cannot recover. If there was additional negligent delay shipper can recover by starting suit.

Claim for Loss of Profit?

Grain Dealers Journal: We have a claim in with our local railroad for loss of commodity enroute, the commodity having evidently been stolen from the car. The loss of profit to us on the amount of goods stolen would amount to \$35.00.

We know of the amount of loss we sustained because at the time of the arrival of this car the article in question was very scarce and that part of the shipment we received was very quick sale at the same percentage of profit we are figuring our loss of profit on the amount we didn't receive.

The railroad contends they are liable only for the value of the article at point of shipment and are not responsible or liable for loss of alleged profits.

Has there been any similar cases before the courts that would establish whether or not the railroad would be liable for loss of profits as well as loss of commodity.—Saratoga Milling & Grain Co., Saratoga Springs, N. Y.

Ans.: Carriers are liable, not for loss of profits, but for value at destination at time shipment should have arrived. Shipper's cost price has nothing to do with the measure of damages. The reason for this will be seen by considering that it is a poor rule that does not work both ways. For example, if the carrier could take the shipper's profit to make good the carrier's loss by theft, then the carrier should make good the shipper's loss if there would have been a loss on delivery and sale, which is ridiculous.

Read reply to American Hay & Grain Co.,

covering this point in column three of page 370 of the Journal of Aug. 25, giving court decisions.

Iowa Anti-Tipping Law.

Grain Dealers Journal: On Aug. 27 the railroad company sent in three empty cars for me to be loaded with grain. The employes in the train crew came over and wanted me to tip them \$5 a car.

I would like to know what this tipping law is in the state of Iowa, if there is one?—Reader, Miller, Ia.

Ans.: Sec. 8953, Compiled Code of Iowa, provides:

It shall be unlawful for any * * * employe of a private corporation acting in behalf of a principal to receive for his own use any gift or bonus.

Sec. 8954 provides that the penalty for violation of Sec. 8953 shall be \$25 to \$100 fine or 1 year's imprisonment.

Sec. 8964 provides that every employe of any hotel, restaurant, barber shop or of any public service corporation engaged in the transportation of passengers who shall accept or solicit any gratuity, tip or other thing of value or of valuable consideration from any guest or patron shall be fined not less than \$5 or more than \$25, or be imprisoned in the county jail for not exceeding 30 days.

Persons offering or giving tips likewise are penalized.

War Tax on Export Freight?

Grain Dealers Journal: It is our understanding that where temporary exemption certificate is filed with agent at the time the shipment is billed the shipper will not be compelled to pay the war tax. We did not know this at time we shipped the bulk of our wheat.

Have we any recourse of any kind against the railroad company for the refund of this tax?—Spellman & Co., Lincoln, Ill.

Ans.: Recourse for taxes paid is not against the railroad company but against the government.

A complete statement of the situation as to export freight tax is given on pages 264 and 265 of the Journal for Feb. 10, 1920.

Even if the shipper has filed the temporary exemption certificate it must be followed up by proof filed with carrier's agent within 30 days after exportation that the consignment was exported.

A shipper who has failed to file temporary certificate of exportation has a good claim against the government; but his path to collect the amount paid is long and arduous, as the various firms handling the grain until actually exported must be asked to provide documentary evidence that the particular carload in question was among those loaded into some certain vessel. Even so, if the grain is stopped en route for cleaning, the Internal Revenue Collector insists on collecting the tax.

Was Sale Delayed?

Grain Dealers Journal: We consigned a car of grain to a firm in Indianapolis on Aug. 28. The car left here Aug. 28. We had a telephone message from the firm saying the car arrived Sept. 1 and they had sold it on day of arrival but that the B/L had not yet arrived. They asked to have the bank trace the B/L.

We believe the car should have arrived at destination not later than Aug. 30 and have been sold on that date.

If we can prove that this car arrived on an earlier date than the consignee designated can we hold them for a price on this grain that it would have sold for on the earlier date? Or have they the privilege of holding the car over a day or two without permission?—Peoples Grain Co., Tabor, Ill.

Ans.: When a grain commission merchant has handled a car of grain to the best of his ability the shipper has no recourse. All the risks are those of the shipper. In these days of poor mail service documents are sometimes unreasonably delayed in arrival, which was evidently the case with this shipment.

If the cash grain market for the day was practically over when the receiver got sample and checked up on his documents he was warranted in holding over to next day.

If this car was delayed in transit the shipper's recourse is against the carrier.

GERMANY'S wheat crop will be of good quality. Yield has been hurt in some sections by manure shortage and drought.

Fixed Oats Minimum of 60,000 Lbs. Unlawful.

The Armour Grain Co., of Chicago, Ill., on Aug. 4 was awarded reparation by the Interstate Commerce Commission for excess freight assessed under the old 60,000 fixed minimum weight rule by the Chicago & Northwestern Ry., under the regime of the Director-General.

The objectionable rule was "Minimum weight marked capacity of car, but not less than 60,000 lbs."

Commissioner Daniels, in giving the decision, said: Complainant's contention respecting the unreasonableness of the rule in effect at the time these shipments moved is based, first, on the ground that it was physically impossible to load oats to the marked capacity of the cars furnished; and, second, that because oats are a light grain they should have, and ordinarily take, a lower minimum than wheat although usually accorded the same rates. The oats shipped were of good quality, weighing 38 pounds to the bushel although the usual and standard weight is but 32 pounds. The cars in question were loaded to the maximum with due allowance for space necessary for inspection purposes as required under the Minnesota state laws. Of the nine carloads under consideration none was loaded nearer the marked capacity of the car than 4,000 pounds, and in one instance the actual weight was 34,000 pounds under the marked capacity. The average underloading was 13,900 pounds per car. It was stated that of the 183 cars of oats shipped during the period involved, but 71 were loaded to or above the marked capacity of the cars, while 112 would not contain the marked capacity. At the time these shipments moved the demand for cars was great and the supply limited. Although the complainant impressed upon the carriers' agents the necessity of furnishing equipment which would hold its marked capacity, it was nevertheless given clearly to understand that it was useless to specify any particular size of cars as only such as were available could in any event be furnished.

In support of its contention that oats are ordinarily accorded a minimum lower than on wheat, reference is made to several of defendants' tariffs which prior to and during federal control so provided. In the consolidated classification recognition was given to the lighter loading of oats by providing a carload minimum of 51,200 pounds as compared with 64,500 on wheat, although the same rating was accorded to both grains.

Defendants admit that the rule as published was unreasonable, but contend that the total per car charges were not excessive for the service performed, particularly in view of the fact that most of this grain enjoyed free transit at Minneapolis. We have repeatedly held that if carriers desire to protect themselves from unduly low charges per car they should do so by regulating the rate and not by prescribing arbitrary minimum weights which can be loaded only in cars of unusual size, and that it is unreasonable to base charges on a minimum to which cars are incapable of being loaded. *Riverside Mills v. G. R. R.*, 25 I. C. C., 434; *Durham Coal & Iron Co. v. C. of G. Ry. Co.*, 34 I. C. C., 10.

We find that the minimum-weight rule of the defendants as applicable on oats during the period here involved was unreasonable; that complainant made the shipments in question and paid and bore the charges thereon on basis of the minimum weights herein found unreasonable; that it has been damaged to the extent of the difference between the charges paid and those that would have accrued on basis of the minimum-weight rule at present in effect; and that it is entitled to reparation, with interest. The exact amount of reparation due can not be definitely determined on this record, and complainant

should comply with rule V of the Rules of Practice.

The collection of the charges outstanding against such other of complainant's shipments as clearly come within the findings herein may be waived.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to *Grain Dealers Journal*, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

B. & O., 180112 was set out on siding at Clarksdale, Ill., on Sept. 6, leaking yellow shelled corn at the door post. Door was partly open and the seals were broken.—Kelley Durbin, mgr., Christian County Grain Co.

M. P. 40947 was set out at Hornick, Ia., on Sept. 3, leaking wheat at the corner post. I stopped the leak the best I could.—H. L. Schmut, agt. Western Terminal Elevator Co.

O. W. R. R. & N. 13465 passed thru Morganville, Kan., on Sept. 2 leaking barley at the door post and at side of car. Leakage was apparent only when car was in motion.—Anton E. Peterson, mgr., Farmers Co-op. Elevator Ass'n.

C. C. C. & St. L. 54484 was leaking wheat very badly at the center of grain door. Car was held at Gibson City, Ill., on account of a hot box and was noticed leaking when on the local leaving town on Sept. 1. The trainmen were notified they did not attend to it here.—Everett E. Hamman.

L. & N. E. 5607 passed thru Wheatfield, Ind., about 11:30 a. m. on Aug. 30 leaking wheat over or thru grain door.—Harry Stembel.

C. E. N. 10890 passed thru Sturgeon, Mo. (a point 132 miles west of St. Louis), on Aug. 28 leaking shelled corn thru corner. Repaired car best we could while car was stopped.—C. W. Glynn.

D. L. & W. 30964 passed thru Arenzville, Ill., southbound, in train No. 52, Aug. 28 leaking yellow corn on the side and above the draw bar. Repaired the best I could while train was switching.—H. L. Meyer, Arenzville-Hagener Farmers Grain Co.

L. V. 76432 passed thru West Unity, O., on Aug. 25 leaking rye.—Yager & Rupp.

Southern 254448 going west was set off at Menlo, Kan., on Aug. 25 leaking barley from a badly burst side. It was temporarily repaired by a repair gang.—J. S. Mahanna, mgr., Farmers Union Co-op. Ass'n.

I. C. 36987 shipped from Atchison, Kan., by the Blair Elevator Co. was leaking badly when set out at Potter, Kan., for repair on Aug. 25.—James Robinson.

N. Y. C. 246312 passed thru Schumm, O., on Aug. 24 leaking wheat over the trucks. Train did not stop so I did not notify crew.—E. H. Schumm, mgr. Schumm Equity Exchange.

76292 was leaking wheat at a point about 3 feet up on the side on Aug. 23.—G. G. Stahl, mgr., Crandon Farmers Elevator Co.

114352 was leaking wheat at the draw bar at Crandon, S. D., on Aug. 23.—G. G. Stahl, mgr., Crandon Farmers Elevator Co.

C. B. & Q. 110554 passed thru Plano, Ill., on the way freight on Aug. 19 leaking oats at the door.—Jeter & Jeter.

C. B. & Q. 120396 smashed in wreck in Great Northern yards at Minneapolis, Minn., Aug. 18. Wheat carried in bushel baskets to another car.—R. R. R.

Soo Line 107144 passed thru West Lebanon, Ind., on Aug. 17 leaking oats badly over draw bar. No chance to repair as train only stopped few minutes.—Jones Bros.

G. T. 105029 loaded with wheat was set out at Windsor, Ill., on Aug. 16 leaking badly at the door post. It looked as if the door post had given away.—W. B. Wallace, mgr., Windsor Grain Co.

N. H. 87899 was set out at Sergeant Bluff, Ia., on Aug. 13, leaking oats at side, and in very bad condition generally.—Sergeant Bluff Farmers Elevator Co.

A PRAYER.

Teach me that sixty minutes make an hour, sixteen ounces a pound, and one hundred cents a dollar. Help me to live so that I may lie down at night without a gun under my pillow—unhaunted by the faces of those whom I have wronged.

Help me to earn my meal ticket on the square and in conformance with the Golden Rule.

Deafen me to the jingle of tainted coin—to the rustle of unholy skirts.

May I be blind to the faults of my fellows and see my own clearly. Guide me so that I may look across the dinner table at my wife and have nothing to conceal.

Keep me young—that I may laugh with the children. Make me sympathetic—that I may be considerate of the old.

When comes the day of drawn shades and fragrant flowers, of quiet footsteps and hushed voices, when the wheels crunch on the gravel walk and the neighbors whisper, "How natural he looks!"—make the ceremony short and the epitaph brief:

"Here lies a Man!"—George Lee, in Popular Magazine.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

"Terms of Lease Relieves Railroad from Liability for Damages."

Grain Dealers Journal: My elevator and grain were damaged by back water on Aug. 18th. The culvert under the K. C. M. & O. tracks is not large enough to carry flood water and became partially stopped by boards and grain doors causing the water to back up and run over the tracks. As the dump floor of my elevator is not quite as high as the tracks the water run in the driveway and filled up pits, dumps and bottoms of bins. There was about 300 bushels of wheat in the dumps and about 900 bus. in the bottom of each bin that was soaked.

I have taken the matter up several times with the station agent regarding the insufficient drainage, and on the 11th of August Mr. Carden, the Superintendent, was here and looked over the ground. He stated at that time that there was not sufficient drainage to take care of the flood water and that he would have the old culvert (which had been filled up and abandoned) opened up or a new one put in.

On the 18th The Roadmaster was here and I took him over the ground. He also stated that there should be another culvert through and instructed the section foreman to uncover the old culvert and see if it could be opened up.

On the seventeenth I wrote Mr. Carden reminding him that there had been nothing done regarding this drainage and advised him that there might be a rainfall at any time that would be too large for this culvert, and asked him to give immediate attention to the matter.

The loss sustained will amount to two or three thousand dollars, and altho I have kept the wet wheat on the move continuously for two weeks, the wet and damp weather has kept it from drying. It still heats up if not moved every 48 hours.

My attorney tells me that I can not collect damage from the railroad company as the lease waives all claims for damage. He suggests that the city is responsible for this condition and that the City Council should have had the drainage facilities passed upon by the county engineer before they ditched to this culvert.

I would like to hear from any one who has knowledge regarding proper procedure to collect for loss. Yours respectfully, W. E. Titus, Sentinel, Okla.

Wheat Purchases Limited Unless Cars Are in Sight.

Grain Dealers Journal: We have placed no particular limit on prices at our country stations, altho we are limiting the quantity except in cases where we have empty cars in sight for loading.

We are contracting no wheat from the farmers, buying only from them day by day as they haul it in. In some cases we are storing grain and will carry it until June, 1921, charging them for this storage and assuming responsibility for the grain.

The car situation shows very little improvement, altho press dispatches indicate there will be more cars available within the next 30 days.—Yours truly, The New Era Milling Company, R. C. Sowden, Pres., Arkansas City, Kan.

Sees No Good in Dealing in Grain for Future Delivery.

Grain Dealers Journal: In looking over the Journal for Aug. 25th, we note your comment in reference to Senator Capper and his intention of introducing a bill in the Senate to do away with future trading in grain. You say that "Many knaves and some fools have tried this same game before, but still the wheat merchant has the right to contract the sale of wheat for delivery whenever and at whatever price he may require."

It strikes me that you are using pretty strong language when you call a United States Senator a knave or fool. Senator Capper has never been accused of being in either class. He has probably advocated policies at various times not in line with my views, or yours, but I believe that he is right, and more than right if he makes an effort to do away with future trading in the great food products of this country.

Mr. Capper, I do not believe, advocates abolishing the rights of any grain merchant, but he is opposed, and rightly so, to the gambling features surrounding the grain option pits. You know and I know that you know, that not 1% of the trades executed in any grain pit in this country are made with a view of the delivery or receiving the commodity traded in.

I would like to have you publish in your paper the amount of corn actually delivered on May contracts this year and the number of bushels traded in. You will find that the actual deliveries were almost too small, as compared with the amount traded in, to be computed.

Go across the street from your office into any of the grain exchanges and see the hundreds of men hanging around those places who are trading every day and paying the private wire houses enormous commissions. See how many of them you can find who have ever made any money, and then see how many you can find who have been ruined financially and morally as a result of option trading.

In another paragraph in your paper you claim that those who are opposed to options confess that they have been stung. I have not made an option trade for five years and do not think that I shall ever place an option order in any grain pit. I played the game long enough to know that it was a "flim flam" game from top to bottom, and that the small trader has no more chance in winning than the small gambler has in a gambling house where they are using marked cards and loaded dice.

You know that this country is strewn with the financial carcasses of millions of men who have been ruined in the option pit. You know very well that this infamous form of gambling has been fostered, held up, and perpetrated by the private wire houses who are reaping immense fortunes out of it.

All of this talk about the option market being necessary to handle the great grain

crops of this country is "moonshine." Many other commodities of equal magnitude are handled without any option.

You will probably say that if I am not an option trader why should it concern me how much other people may trade. Why should it concern you that there are a hundred gambling houses and five hundred saloons in every block in Chicago? This is a moral, as well as a financial proposition, and if Senator Capper is able to introduce and put a bill through Congress wiping this evil out of existence he will render a service of incalculable value. I have talked with scores of grain men, both big and little, in the past six weeks and I have yet to find one man in this country who is not in favor of wiping options off the boards.

I know something about the inside of option trading, and if the general public, the farmers of this country, and the consumers knew the inside workings of the grain pits of this country they would be done away with in less than ten days after Congress convenes. I have yet to find any man who could put up one solitary argument in favor of options.

I have information that leads me to believe that Senator Capper is going to do exactly what you state in your Journal, and I believe that he will accomplish what he undertakes and I further believe that after it is accomplished it will be a greater blessing to the people of this country than the wiping out of the open saloons. And after he has accomplished this I do not believe that he will be looked upon as either a "knave or a fool."—Yours truly, C. W. Hoyt, Topeka, Kan.

Holds Grain for Farmers Yet Does Not Store.

The bugaboo of having to comply with all the annoying technicalities of ridiculous laws has driven many country elevator men to refuse to store any grain for their farmer patrons even tho desirous of favoring their friends in these days of car scarcity and uncertain markets. Many dealers anxious to help their patrons who have large crops of grain and no storage room have rented outright special bins to different groups of farmers so they could put their grain of like quality together under cover until the empty cars come in.

The following Sale Contract is used by an Indiana elevator operator so as to hold the farmers' grain for them until cars arrive without engaging in the storage business which has been made odious by ambiguous and confusing laws. The word "storage" does not appear in the contract. The W. D. Foresman Co. has used it at several stations with satisfaction to the farmers and protection to both.

Sale Contract.

DUPLICATE. No. 205.

Whereas the seller has no farm space for his grain and the purchaser has elevator space for holding grain awaiting transportation facilities which are now very inadequate, therefore:

The Purchaser hereby buys and accepts and The Seller hereby sells and delivers bushels of No., which is hereby sold and accepted on the following conditions:

1st. The purchaser agrees to pay for such grain the market price at its elevator at the time when it can obtain transportation facilities for moving the same to market. The purchaser agrees to use reasonable diligence to obtain such transportation.

2d. When transportation is available, the purchaser will advise the seller of the current market price and the seller may accept the same at his election; Provided, that he must act promptly so that available transportation may not be idle and, Provided further that the purchaser shall, as transportation becomes available, offer to settle, at the market, with other parties having grain sold to it on like conditions, the offers to be made in the chronological order in which the contracts of sale were made.

3d. When settlement is made for the grain hereby sold, there shall be deducted from the purchase money one (1) cent per bushel for each fifteen days, or major fraction thereof, that has elapsed from the date of this contract to

the date of price acceptance, the same to cover shrinkage, insurance and handling charge.

4th. The purchaser at any time will, on demand, make delivery in wagons at its elevator to the seller a like quantity of like grain as that hereby sold on the payment of the charges above specified in condition three hereof.

5th. This contract may be assigned in writing but no such assignment shall be valid until the purchaser is notified of the name and address of the assignee by the assignor.

6th. No cash advances will be made on this contract of sale, nor will payment be made for the grain, or any part thereof, until this contract is surrendered at the elevator where issued.

7th. In case the purchaser should suffer loss of such grain by fire or tornado, then the purchaser shall pay to the seller the market price of such grain at the place and date of the loss and the seller agree to accept such price in full payment of this purchase.

Dated, 1920, at Indiana.

By Seller. Purchaser.

PENALTY of \$10 per day on coal and coke cars held for any reason has been suspended.

ARTHUR JUMP is the name of the hustling manager of the Augusta (Ill.) Farmers Co-operative Co.

NEW SOUTH WALES wheat crop will probably total 34,000,000 bus. or about a normal crop compared with the small production of 4,000,000 bus. last year.

THE SPANISH Government will purchase the 1920 wheat crop and will supply it to the public in the form of flour. Millers and producers are not in favor of this plan.

ROBERT M. WHITE of Duluth, Minn, pres. of the White Grain Co. and a member of the Duluth Board of Trade, has been chosen to succeed H. G. Carter as pres. of the National Hay Ass'n. Mr. Carter was instantly killed in a motor car accident near his home at Petersburg, Va., late in August. Ben F. Tyler, 1st vice-pres., called a special meeting at Chicago to elect Mr. Carter's successor.

WHAT CHANCE is there that there will be any wheat for delivery and what will the shorts do if they are forced to cover? We don't think the Government or the Exchanges will take any steps to protect them by stopping trading. This was done once but we don't believe it will be done again. Therefore here is a situation that might easily develop severe congestion in December wheat and prices may be forced higher than they have been at any time during the war period. It would seem to be safe and reasonable to buy December or March wheat on all good breaks, but not to be short it. Don't overlook the fact that the general business of the country shows every sign of returning to a normal or pre-war basis and that the workings of supply and demand will again assert themselves. Europe needs all our surplus of wheat, the slower the movement, the higher the price is apt to go.—W. H. Perrine & Co.

Daily Closing Prices.

The daily closing prices of wheat for December and of corn and oats for September delivery at the following markets for the past two weeks have been as follows:

	DECEMBER WHEAT.									
	Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 30.	Aug. 31.	Sep. 1.	Sep. 2.	Sep. 3.	Sep. 4.
Chicago	233 1/4	233 1/4	236 1/4	236 3/4	233	234 1/4	235	239 3/4	241 1/4	239 1/4
Minneapolis	230 1/4	230 1/4	231 3/4	232 1/4	230 3/4	232	233 1/4	238 1/4	239 1/4	238
Duluth	231 3/4	231 1/4	233 3/4	234	232	233 1/4	235	240 1/2	242	239 3/4
St. Louis	233 1/4	233 1/4	237	237 1/2	234 1/4	235	236	241	242 1/4	240 1/2
Kansas City	226	226 1/2	229 1/4	230	227 1/2	228	228 3/4	234 1/4	235 5/8	233 1/4
Milwaukee	233 1/4	233 1/4	236 1/4	237	233	234 1/2	235	239 3/4	241 1/4	239 1/2
*Winnipeg	255 3/4	256 3/4	263 1/2	263	260	261	264 1/4	266 1/2	266 3/4	265
	DECEMBER OATS.									
	Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 30.	Aug. 31.	Sep. 1.	Sep. 2.	Sep. 3.	Sep. 4.
Chicago	66 1/2	66 1/2	67 1/4	66 3/4	66 3/4	66 1/4	66 1/2	66	64 3/4	65
†Minneapolis	61 3/4	61 3/4	61 3/4	61 3/4	60 3/4	60	60 1/2	59 1/2	57 3/4	57 3/4
St. Louis	67 1/4	66 3/4	67 3/4	67 3/4	67 3/4	66 3/4	67 1/4	66 3/4	65 1/2	65 1/2
Kansas City	65 3/4	65 3/4	65 1/2	65 3/4	65 3/4	65 3/4	65 1/4	65	64 3/4	63 3/4
Milwaukee	66 3/4	66 3/4	67 1/4	66 3/4	66 3/4	66 1/4	66 1/2	66 1/2	65	65
Winnipeg	74 1/2	74 3/4	75 3/4	75 1/4	74 3/4	73 3/4	73 3/4	73	72 3/4	70 3/4
	DECEMBER CORN.									
	Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 30.	Aug. 31.	Sep. 1.	Sep. 2.	Sep. 3.	Sep. 4.
Chicago	119 3/4	119	119 3/4	118 3/4	118 3/4	117 1/4	118 3/4	118 3/4	118 3/4	120 3/4
St. Louis	120 1/4	119 3/4	120 3/4	118 3/4	119 3/4	117 3/4	119 3/4	118 3/4	118 3/4	120 1/4
Kansas City	112	112	112 1/2	113 1/4	111 1/4	112 1/2	110 3/4	112	111 3/4	113 3/4
Milwaukee	119 3/4	119 3/4	119 3/4	120	118 3/4	118 3/4	117 3/4	118 3/4	118 3/4	120 3/4
*October delivery. †September delivery.										

Conditions at Shipping Stations

No Trouble in Securing Cars.

Scotts Mill, Ore.—We buy grain only as delivered; place no limit as to price or quantity. I advance money on grain being delivered or to be delivered only when I deem it advisable. I store any amt of grain for any length of time, however, we assume no responsibility. The car situation here could not be improved upon.—Chas. Scott.

Store No Grain for Growers.

Wilber, Neb.—We get very few cars and those are in poor condition. We store no grain, advance no money, nor place a limit as to the price of quantity of wheat purchased.—Crete Mills.

No Limit on Grain Stored

Pollock, S. D.—We buy as delivered, lend no money on future deliveries, place no limit on the price or quantity of purchases, charge for storage, and have an ample supply of cars at present.—Louis Dornbush.

Do Not Contract Ahead.

Sedalia, Mo.—We bot all the wheat offered, paying 25c to 30c below cash market on day of purchase. Are at a loss now because of the car shortage. We store no grain and do not contract ahead.—Sedalia Mlg. Co.

Buy Only as Cars Are Obtained.

Willsall, Mont.—In buying grain we base the price on Dec. with a good margin and base the quantity of purchase on the cars obtainable. We buy and pay for wheat only as delivered. We store to an extent and charge for it. We have to wait about a week for the cars we get and as a rule they need cooperating.—Farmers Exch. of Willsall, Inc.

Placed No Limit.

Grain Dealers Journal: We have placed no limits as yet on the quantity of our purchases. Scarcity of cars now being felt will soon make this necessary. Cars furnished us are only in fair condition. We advance no money on grain to be delivered and store no grain for the farmers.—William Krotter, William Krotter Co., Stuart, Neb.

SPANISH FARMERS are calling on the Minister of Public Works by the hundreds to protest against the recent decision of the government to fix the price of wheat. Government officials state that the price fixing regulation will stand.

HARVEST HANDS supplied to Kansas farmers by the Kansas City office of the state Free

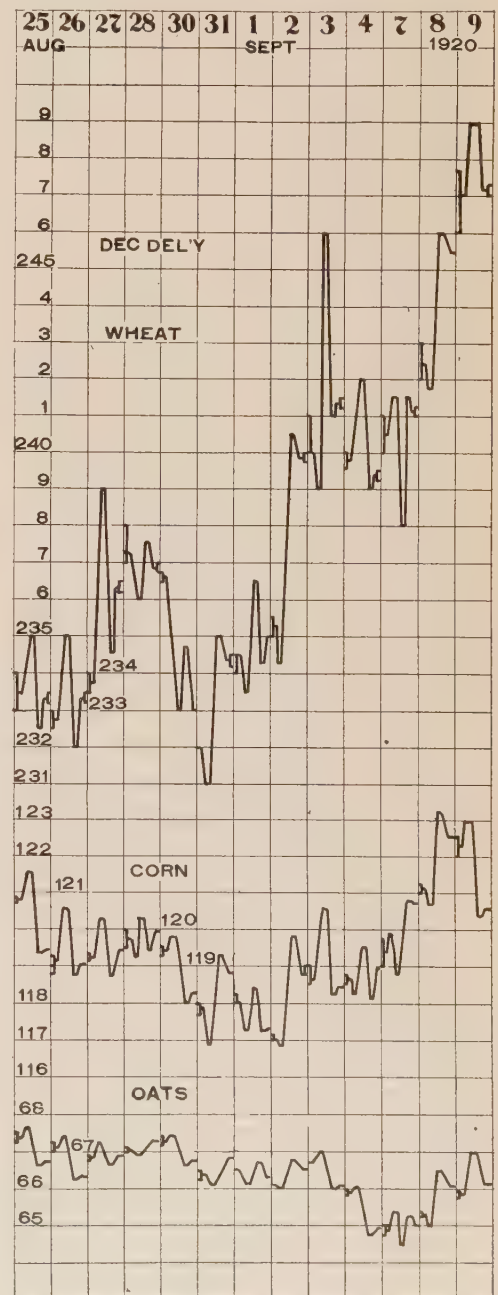
Employment Bureau have exceeded 5,500. The Bureau claims that Kansas farmers did not lose a bushel of grain because of labor shortage.

SOVIET RUSSIA's flax acreage this year is only about 20% of the prewar acreage reports the Department of Commerce.

CORN, the principal Mexican diet was nearly all killed in the district surrounding Matamoros, Mexico by the severe drought this spring.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for the December delivery at Chicago for two weeks past are given on the chart herewith.



Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CANADA.

Winnipeg, Man., Sept. 9.—September crop estimate is as follows: Manitoba, Saskatchewan and Alberta: Wheat, 213,245,000 bus.; oats, 359,931,000 bus.; barley, 49,538,000; rye, 4,400,000; flax, 8,385,000. Reports indicate that less than 25% of crop will grade under No. 3 northern, so that if favorable weather conditions continue until after threshing is completed the crop as a whole should be above the average.—Northwest Grain Dealers Ass'n.

Montreal, Que., Sept. 2.—The Manitoba Department of Agriculture makes the following report on condition of Manitoba crops: Grain cutting almost completed. Threshing over 50% done in the south. Starting in the north. Considerable rust on late crops in portions of the Red River Valley, but many areas unaffected. August warm and very dry with little hail loss or frost damage. Crops vary from very heavy to very light. On the whole wheat, oats and barley will give slightly above average yields. Excellent seed wheat. Reports from the Saskatchewan Department on the Saskatchewan crop conditions state: Wheat cutting is practically completed. Threshing has started in places. Rain general in the province Saturday and Sunday which will delay harvest operations. Preliminary average wheat yield for province estimated at 14 bus. per acre.—Dominion Bureau of Statistics.

ILLINOIS.

Cooperstown, Ill., Sept. 7.—Less than half a crop around here this year.—O. M. Rogney.

Manchester, Ill., Aug. 28.—Corn crop damaged 25% by July dry weather.—J. J. Gentle, mgr., V. C. Elmore.

Newman, Ill., Sept. 6.—Corn in this county is looking fine. The only fear is early frost. It will take from three to five weeks of good warm weather for the corn to mature right. Oats yield was good.—Elvis Weathers Grain Co.

Chicago, Ill., Sept. 4.—Corn has made rapid recovery from drought and if frosts hold off until it can mature, all earlier estimates will be equalled or excelled. Spring wheat, oats, rye and barley threshing on in northern part of Mississippi Basin. Fall plowing continues under favorable conditions.—American Steel & Wire Co.

Springfield, Ill., Sept. 8.—Corn made rather poor progress as a result of cool weather. Crop needs rain in many dry areas, and higher temperature generally. Much of the corn in the south half of Macoupin county has been destroyed by chinch bugs. In many areas in the north half of the state the ground is too hard for plowing.—Clarence J. Root, meteorologist, U. S. Dept. of Agri.

Chicago, Ill., Sept. 2.—August was an excellent month for the growth of the late grains. There was little in the way of high temperatures to affect the corn, and the droughty spots over the country were generally relieved before damage was irreparable. The temperature was below the average, and little forcing weather prevailed in the corn and cotton regions. Rains were heavy over the south and east. The growing crops require bright dry and warmer conditions to make good the present excellent promise. The oats crop was harvested with fairly good weather—from Ohio eastward the harvest was wet and damage is reported to the grain in the shock. The black rust in the spring wheat region developed, despite the cool weather, to further damage the crop. Frost last week was reported by correspondents in northern Wisconsin, Minnesota, North Dakota and western Nebraska, but no material damage done as the frost line was beyond the corn belt.—P. S. Goodman, Clement, Curtis & Co.

INDIANA.

Cayuga, Ind.—Growing corn looks well. Oats will be very short.—D. P. Williams.

Hamlet, Ind., Sept. 4.—Threshing about all thru around here. If frost holds off another ten days will have lots of corn. Fall plowing well under way.—Ed. Arndt, Arndt-Weinkauf Grain Co.

Freetown, Ind.—Had a good quality of wheat but a very poor yield. Wheat in Jackson county was a poor yield. Corn is well eared but late. An early frost will do lots of damage.—O. F. Brewer.

IOWA.

Birmingham, Ia., Sept. 1.—Crops look good.—R. B. Cross.

Havelock, Ia., Aug. 27.—Crop is good but corn needs more hot weather. Weather has been too wet all summer. Three weeks of good hot dry weather will give us the best corn crop for years.—C. C. Cole, mgr., Quaker Oats Co.

Des Moines, Ia., Sept. 7.—Temperatures have been below normal for four consecutive weeks. Rainfall for the week ranged from one to four inches with deficient sunshine. Only abnormally warm and dry weather during the next 30 days can save the corn crop from serious frost damage. Reports received from nearly 500 township correspondents showed that with normal weather from Sept. 1 to Sept. 20 only 42% of the crop would be safe from frost on that date, and to Sept. 30, 67%. If frost holds off till Oct. 15, 87% will be safe, and if it holds off till Oct. 31, 96% will be safe. As the average date of killing frost is Oct. 10 and another cool week has farther retarded development since the above estimates were made by our correspondents, it now seems fairly certain that 30 to 40% of this year's great and otherwise promising crop will be frosted and soft.—Charles D. Reed, meteorologist, U. S. Dept. of Agri.

KANSAS.

Utica, Kan., Sept. 1.—Threshing is well under way.—R.

Pratt, Kan., Aug. 30.—Wheat ground is prepared and there is plenty of moisture.—Pratt Equity Exchange.

Alden, Kan., Aug. 29.—Corn poor. Wheat 90% threshed.—W. E. Davis, mgr., Farmers Co-op. Grain, Milling & Merc. Ass'n.

Talmage, Kan., Sept. 4.—Wheat average 20 bus. to acre. here. Quality fine, mostly No. 1. Corn will make about 30 bus. to acre.—James Borin.

Potter, Kan., Aug. 25.—Corn crop is 75 to 80% normal. Wheat averaged about 20 bus. to the acre and oats about 40 bus. to the acre.—James Robinson.

Uniontown, Kan., Sept. 6.—Good corn crop in Bourbon county this season. Two-thirds of tillable land is in corn. We have had rain about every ten days.—K. L. & Grain Co.

Protection, Kan., Aug. 25.—Wheat yielded from 5 to 15 bus. per acre. Corn and feed crops are light. Conditions are favorable for plowing and fall seeding. Have had an abundance of rain lately. Usual acreage of wheat will be sown this fall.—W. R. Binkley, A. C. Milling Co.

MICHIGAN.

Lansing, Mich., Sept. 9.—Condition of all crops, except spring wheat, harvested during the past month and yet to be harvested is well above the ten-year average. Weather conditions have been generally favorable and the excellent prospects of Aug. 1 have been maintained thruout the past month for nearly all crops. Abnormally large yields of oats are being reported. If no severe frost occurs within two weeks, Michigan is assured of another good corn crop. It is earing well in most sections, and the condition is good except in a few southwestern counties where a severe drought has prevailed since early in the season. Outlook is for a crop of 60,258,000 bus., about 40% of which will undoubtedly go into silos. The percentage of condition is one point above last year, and 12% above the ten-year average. Spring wheat prospects are much lower than early in the season. Yield is disappointing, and the grain is badly shrunken. Estimated production is only 540,000 bus. Condition of oats 93% at harvest time forecasts a total production of 54,464,000 bus., as compared with 36,875,000 bus. raised last year. The volume of the crop exceeded expectations, and the quality is very good, except in some eastern counties where those standing in the shock were discolored by heavy rains. The barley crop was harvested under generally favorable conditions, except in a few eastern counties where some were discolored by rain while in the shock. The condition at time of harvest was 90%, as compared with a 10-year average of 87, and 61% one year ago. Forecasted production is 6,966,000 bus.—Verne S. Church, U. S. Bureau of Crop Estimates.

MINNESOTA.

Owatonna, Minn., Sept. 4.—Much wheat of

poor quality in this section. Oats, barley and flax are good.—Owatonna Farmers Elevator & Merc. Co.

Roseau, Minn., Aug. 31.—Wheat is not what it promised to be as the rust struck it shortly before harvest. Rye, oats and barley are of

Government Crop Report.

Washington, D. C., Sept. 8.—The crop reporting board of the bureau of crop estimates makes the following estimates:

Crop.	Total Production in Millions of Bushels.		Yield Per Acre.	
	1920.	1919.	1920.	1919.
Wheat	533	732	15.6	15.6
Spring wheat	48.5	237	20.9	12.2
All wheat	74.1	770	941	14.4
Rye	77.9	88.5	14.2	14.2
Buckwheat	90.1	15.5	16.3	20.6
Flax	63.8	50.5	11.8	8.9
Rice	88.3	91.9	52.2	41.1
Hay	88.2	91.3	1.55	1.55
Tame, tons.	18.3	17.3	1.14	1.14
Wild, tons.				

SPRING WHEAT.

State.	Forecast 1920.*		December Estimate.*	
	From Sept. 1, 1920.	From Sept. 1, 1919.	From Sept. 1, 1919.	From Sept. 1, 1918.
Condition	1920.	1919.	1919.	1918.
Forecast 1920.*	1920.	1919.	1919.	1918.
U. S.	237,374	209,351	258,748	258,748

CORN.

Pa.	63,729	72,192	59,567
Va.	45,965	44,800	52,048
N. C.	63,461	55,100	57,716
Ga.	69,220	69,890	64,760
Ohio	155,991	162,800	137,873
Ind.	184,130	175,750	178,140
Ill.	281,686	301,000	347,537
Mich.	60,258	64,350	50,060
Wis.	66,204	85,540	56,493
Minn.	103,146	118,000	99,100
Iowa	413,100	416,000	363,650
Mo.	216,838	155,412	171,524
S. D.	101,136	91,200	91,105
Neb.	243,717	184,136	190,383
Kan.	153,793	69,362	102,465
Ky.	107,110	82,500	99,485
Tenn.	87,124	74,750	66,790
Ala.	68,342	62,843	62,144
Miss.	66,970	59,700	63,448
La.	40,026	32,375	37,943
Tex.	169,931	202,800	112,350
Okla.	90,814	74,400	54,365
Ark.	63,156	48,726	49,702
U. S.	3,131,349	2,917,450	2,760,484

BARLEY.

Wis.	16,260	13,568	20,103
Minn.	22,658	18,200	34,134
Iowa	8,341	8,032	10,807
N. D.	24,264	14,950	32,301
S. D.	23,014	19,250	26,570
Kan.	17,978	16,200	6,458
Colo.	5,786	3,900	4,532
Ida.	4,223	3,360	6,402
Wash.	4,534	4,140	5,747
Ore.	2,808	1,886	4,622
Cal.	29,468	30,900	37,658
U. S.	194,858	165,719	214,819

OATS.

N. Y.	43,809	29,580	43,890
Pa.	41,729	36,859	39,596
Ohio	63,274	51,858	64,261
Ind.	75,076	60,225	66,576
Ill.	151,074	123,060	186,214
Mich.	54,464	36,875	55,964
Wis.	101,840	78,123	90,193
Minn.	121,603	90,160	113,344
Iowa	217,388	196,182	210,126
Mo.	43,764	38,259	38,659
N. D.	61,429	38,400	63,158
S. D.	64,102	53,650	65,136
Neb.	73,087	69,962	78,301
Kan.	56,705	44,229	51,435
Tex.	41,013	94,500	35,549
Okla.	44,631	49,500	27,770
Mont.	17,868	6,120	21,766
U. S.	1,441,839	1,248,310	1,414,558

FLAX.

Minn.	3,284	2,880	2,681
N. D.	4,677	3,800	6,329
S. D.	1,616	1,160	1,037
Mont.	1,736	697	2,301
U. S.	11,821	8,919	12,922

*In thousands of bushels—i. e., 000 omitted.

good quality and fair yield.—Farmers Elevator Co.

Minneapolis, Minn., Sept. 1.—Threshing is progressing slower than usual. We understand many new, small threshing outfits have been purchased in North Dakota. Slow deliveries are causing some delay in operations. There are places in Montana and eastern North Dakota where yields on some farms have been very satisfactory while in the same districts other returns have been very small. It is impossible to make any accurate estimates. Corn in the north is only fair and dry weather has held it back to such an extent that much of it will probably be caught by frost. In the south where corn is one of the principal crops, conditions are very satisfactory.—Van Dusen-Harrington Co.

MONTANA.

Hingham, Mont., Aug. 25.—Crops are light but of good quality.—F. Kroft, mgr., Farmers Co-op. Elevator Co.

Winifred, Mont., Sept. 4.—Crops are fair. Grain is burning some in this heated spell.—M. O. D., J. D. Waldron.

Chester, Mont., Sept. 1.—We have taken in some new wheat which grades the best in the world.—F. S. Kingsbury, Chester Grain Co.

Miles City, Mont., Sept. 4.—Threshing has commenced in this locality. Yield is fair but wheat is of good quality.—R. P. Findlater.

Chester, Mont., Sept. 1.—Crop is not heavy this year, wheat going 5 to 25 bus., but of very fine quality dark northern.—F. S. Kingsbury, Chester Grain Co.

Big Sandy, Mont., Aug. 30.—Threshing has just got nicely started. Crops are not very good, due to hail and a little drought, however, this is just local and covers but a small part of Montana.—International Elevator Co.

NEBRASKA.

Stuart, Neb., Aug. 27.—Wheat crop was poor on account of rust.—William Krotter, William Krotter Co.

Kenesaw, Neb., Sept. 3.—Farmers are a busy set for 90% of them have their seed bed for wheat ready. Ground is well saturated with moisture. Farmers in this section have taken to the Kanred wheat for seed and a great deal will be seeded this fall in preference to Turkey wheat. Corn is coming along nicely. With frost holding back for another month, a bumper crop is assured.—Kenesaw Mill & Elevator Co.

Lyons, Neb., Aug. 30.—Threshing about finished. Wheat and barley quality and yield poor. Oats crop fair and of good quality. Corn is 10 days late with 100% prospects if frost holds off until Oct. 1.—A. S.

NORTH DAKOTA.

Bucyrus, N. D., Sept. 6.—Crops are good here.—C. E. Ellefson, agt., Empire Elevator Co.

Maida, N. D., Aug. 31.—Crops are fair with wheat as good sample.—A. Anderson, mgr., Maida Farmers Elevator Co.

Granville, N. D., Aug. 30.—Threshing has begun. Wheat averaging 4 to 15 bus. per acre and weighing 40 to 60 lbs. per bu. Rye yielding from 4 to 25 bus. per acre and is good quality.—Clyde Ridenour, mgr., Granville Farmers Co-op. Elevator Co.

OHIO.

Sidney, O., Aug. 30.—Field threshing of oats will be completed this week. Growing corn is in good condition altho a trifle late and it will require some good weather to mature before an average frost.—E. T. Custenborder & Co.

SOUTH DAKOTA.

Avon, S. D., Aug. 26.—Corn is good. Oats are fair. Wheat is poor and of light weight.—A. J. Maey, mgr., Farmers Co-op. Elvtr. Co.

Mellette, S. D., Sept. 3.—Threshing is about finished. Yield is light. Marquis wheat weighs about 53-55 lbs. to the bus. and went 10 bus. per acre. Red durum weighs 60 lbs. to the bus. and went about 16 bus. to the acre.—C. M. Howe & Son.

Yale, S. D., Sept. 1.—Shock threshing is about all done. Wheat yielded from 4 to 14 bus. to the acre. Oats went 40-60 bus. Speltz and rye are good yields. Corn prospects the best ever. Will have a bumper crop if frost holds off 10 days.—D. S. Glanzer.

Oelrichs, S. D., Aug. 30.—Threshing well under way. Yields not quite as good as pre-

dicted. Average is 12 to 25 bus. We have some fall wheat and all varieties of spring. Marquis and durum about equally divided.—L. A. Van Horn, mgr., Van Wickle Grain & Lumber Co.

WISCONSIN.

Sister Bay, Wis.—Farmers here report that crops are good.—Liberty Grove Produce Co.

COTTON YIELD will average about 174 lbs. to the acre, giving a total production of 12,783,000 bales compared with a total production in 1919 of 11,329,755 bales, announces the Bureau of Crop Estimates.

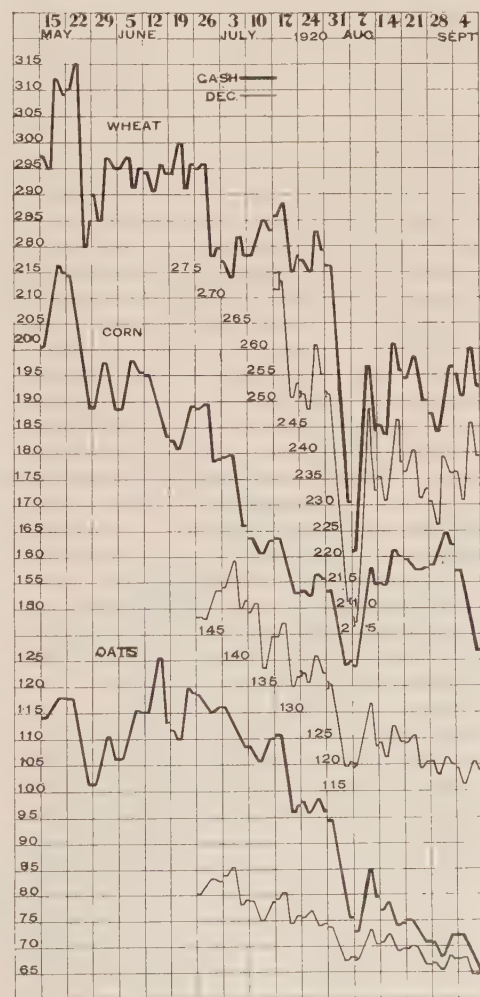
INCREASED HANDLING and storage rates because of increased operating expenses were recently asked of the Canadian Board of Grain Commissioners by representatives of country and terminal elevator operators.

JAMES WILSON, sec'y of the U. S. Dept. of Agri. for many years, passed away at his home at Traer, Ia., Aug. 26. Mr. Wilson has long been interested in agriculture. For six years he was director of the experiment stations at the Iowa Agricultural College. While a member of the Iowa state legislature and while in Congress he was the originator of many agricultural bills.

Holland and France this week bot 1,000,000 bus. wheat at \$2.93 f. o. b. New Orleans.

Cash Wheat Corn and Oats Fluctuations from May 10 to Sept. 4.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day a few cents above or below the extreme charted. The December future is shown by light line for comparison.



Speculative Chances in Carrying Unhedged Grain.

BY ROLLIN E. SMITH.

One of the unfortunate results when grain dealers, particularly farmers' co-operative elevator companies, take speculative chances by carrying unhedged grain in their elevators, is this: They are bound to be caught in a declining market sooner or later and lose heavily. Then they place the blame on the Board of Trade, the system of trading in futures, and the "grain gamblers." Yet they themselves are as surely gamblers, and with much less reason (for they are taking blind chances), as was "Old Hutch," in the early days of the Board of Trade; "Jim" Keene and John W. Gates, New York Stock Exchange men, each of whom lost several millions trying to corner wheat; or Joseph Leiter, in the 90's, who actually cornered the market yet lost several millions because he didn't know when to let go. There was another young man, George Phillips, who, also in the 90's, cornered the corn market, and "got away with it." These men were indeed grain gamblers, but no more so than the country dealer who fills his elevator with unhedged grain, and trusts to luck that prices may advance; for he may "go broke" while waiting. There is no business necessity for this kind of speculation; and the grain dealer or the miller who does not hedge should recognize himself as a speculator, and not regard himself as a conservative business man.

Speculation on the Board of Trade of the kind carried on by the men mentioned, and by some not mentioned, is as dead as the Louisiana State Lottery. It was killed by the Board of Trade itself. It would now be just as impossible to corner wheat or corn, as was openly done by Leiter and Phillips, respectively, as it would be to revive the lottery.

The wide publicity given to the cornering of wheat in early days by "Old Hutch," and his boasts (which he made good) every day on "the floor" of how much he would advance the price that day; newspaper accounts of numerous "deals" after that, up to the pyrotechnic days of the two young plungers, Leiter and Phillips, whose market manipulations "incited" first page headlines in daily papers in every market center—such publicity was the worst kind of advertising the Board of Trade has ever had. It was the worst kind because it gave the general public the impression that fostering speculative "deals" was the Board's chief function, whereas they were merely eruptions or excrescences. Yet the wide publicity given to such "deals" actually brought about a correction of the greater evils of speculation. It developed a sentiment against such trading. Men who regarded the grain exchange merely as a private game preserve have been discouraged and made to see that the other members of the public have superior rights, when commerce and the price of foodstuffs are in question.

ORGANIZED SPECULATION PREVENTS MONOPOLY.—Without the futures market and organized or regulated speculation, it would be possible for a few great elevator or mill and other manufacturing industries to create a monopoly that would absolutely control the grain markets. Under the present market system, which has been built up by competing interests, monopoly is impossible. For example, when prices of wheat, corn or oats are low, mills and other manufacturers, exporters, and importers in other countries, can buy in the futures market and compel some one to deliver the "cash" grain to them, or settle at higher price if the grain is absolutely unobtainable.

On the other hand, when prices are high—when they have suddenly been pushed to a high level by speculators or by unusual conditions, the farmer can use the futures market the same as elevator companies do, if he

[Continued on page 474.]

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Ft. William, Ont., Sept. 7.—Elevators here are practically empty awaiting the large western crop which is about to move. Crop reports indicate that the yield will be sufficiently large to keep the elevators busy for the next twelve months.—C. Birkett, sec'y, Ft. William & Pt. Arthur Grain Exchange.

COLORADO.

Genoa, Colo., Aug. 22.—Grain is just starting to move here.—C. H. Stramp.

IDAHO.

Drummond, Ida., Aug. 28.—Grain harvesting is well along. Threshing has started and the first grain arrived in Drummond on Aug. 27. It consisted of 4 loads of very nice No. 1 northern spring wheat weighing 61 lbs. to the bushel.—H. P. Thorndsted, mgr., Milling Bros. Grain Co.

ILLINOIS.

Cooperstown, Ill., Sept. 7.—Very little grain has come in or has been shipped out so far.—O. M. Rogney.

Manchester, Ill., Aug. 28.—Nearly 40% of this year's wheat crop still in the producers' hands.—J. J. Gentle, mgr., V. C. Elmore.

INDIANA.

Hamlet, Ind., Sept. 4.—Cars have been rather hard to get.—Ed Arndt, Arndt-Weinkauff Grain Co.

Cayuga, Ind.—We received a car of wheat recently that tested 61½ lbs. to the bu. About 20,000 bus. of old corn still remain in the farmers' cribs.—D. P. Williams.

IOWA.

Havelock, Ia., Aug. 27.—Cars are scarce and we are nearly filled up with a lot of old corn offered.—C. C. Cole, mgr., Quaker Oats Co.

Birmingham, Ia., Sept. 1.—Grain coming in slowly. Cars are hard to get, especially for grain. Most of them are in bad condition.—R. B. Cross.

State Center, Ia., Aug. 30.—Farmers sold corn last week quite freely at \$1.40 per bu. There is more old corn in the farmers' cribs at this writing than there was a year ago today. Farmers are refusing to sell oats at less than 60c per bu. They claim that oats cost them more than that to produce.—Elmer Goodman, Goodman & Mead.

KANSAS.

Atwood, Kan., Aug. 30.—Very short of cars.—C. W. Miner.

Uniontown, Kan., Sept. 6.—Wheat about all delivered to elevators.—K. L. & Grain Co.

Talmage, Kan., Sept. 4.—Cars are very scarce here. We have had only 9 cars at this station since June.—James Borin.

Protection, Kan., Aug. 25.—Receipts of wheat are light. Farmers are not inclined to sell at the prevailing price of \$2. Car situation is moderately fair.—W. R. Binkley, A. C. Milling Co.

Utica, Kan., Sept. 1.—Due to lack of cars, farmers have everything full of wheat and a large percentage is piled on the ground in piles and in open bins. Car situation continues very

serious and same is especially felt in the western territory.—R.

Pratt, Kan., Aug. 30.—Farmers have been marketing only what they were forced to sell to meet obligations, balance being held for better prices.—Pratt Equity Exchange.

MICHIGAN.

Lansing, Mich., Sept. 9.—Wheat marketed at mills and elevators in the state during August estimated from the reports of grain dealers is 1,428,000 bus.—Verne S. Church, U. S. Bureau of Crop Estimates.

MINNESOTA.

Owatonna, Minn., Sept. 4.—Have had plenty of cars so far this season.—Owatonna Farmers Elevator & Merc. Co.

Roseau, Minn., Aug. 31.—Car situation is bad as we can not get cars through and what we do get are not the best.—Farmers Elevator Co.

Minneapolis, Minn., Sept. 5.—With wheat and rye in the ascendancy and considered too high, and corn and oats descending and considered too low, a positive trend to the market is at the present time lacking. Strength in wheat and rye is based almost entirely on an unusual foreign demand. The past week's rye exports exceeded those of the previous year by over 1,000,000 bus. For the current year wheat exports at prices averaging about \$4 per bus., basis Liverpool, to the foreigner are remarkably large at 70,000,000. It is estimated that at least a similar amount is already booked for future export. Last year, for the season ending June 30th, 1920, the total U. S. exports are given as 225,000,000.—Quinn-Shepherdson Co.

Minneapolis, Minn., Sept. 1.—The car situation from a country standpoint shows an improvement, and so far, we have not had any complaints of a shortage. Movement of grain is lighter than expected at this season of the year. In the southern section of the northwest there has been a freer movement of oats and barley. Quality of these grains is much better than last season. The labor situation is causing considerable trouble in some places and owing to the high labor costs and the agitation among crews, many farmers are working short-handed. Deliveries of grain to country elevators are increasing slowly. Our reports indicate, more than ever, that farmers are holding their grain as much as possible for higher prices.—Van Dusen-Harrington Co.

MISSOURI.

Platt, Mo., Aug. 31.—Very little wheat moved so far this crop. Farmers are holding.—Northrup Milling Co.

MONTANA.

Big Sandy, Mont., Aug. 30.—Grain is coming in now.—International Elevator Co.

Miles City, Mont., Sept. 4.—Farmers are slow in marketing their wheat.—R. P. Findlater.

NEBRASKA.

Stuart, Neb., Aug. 27.—Cars are scarce and not much grain is moving from the farms.—William Krotter, William Krotter Co.

Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August, compared with August, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	6,731,652	6,533,865	4,769,671	4,275,595
Chicago	8,585,000	21,415,000	6,464,000	14,827,000
Cincinnati	646,000	1,804,560	465,000	1,012,800
Indianapolis	1,427,400	2,286,250	1,238,900	2,093,750
Kansas City	8,532,000	18,916,200	4,185,000	7,177,950
Milwaukee	291,600	779,880	238,595	78,632
New York	6,301,600	.....	4,014,000	.....
Omaha	4,176,000	5,588,400	3,480,000	2,846,400
Philadelphia	2,994,123	5,188,540	2,797,543	3,140,696
St. Louis	6,754,970	9,402,432	4,889,170	6,013,900
Toledo	767,900	1,671,800	67,235	334,700
Wichita	1,698,000	4,219,200	756,000	2,875,600

Corn Movement in August.

Receipts and shipments of corn at the various markets during August, compared with August, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	590,622	255,974	38,832	190,533
Chicago	3,721,000	3,296,000	2,946,000	1,910,000
Cincinnati	255,600	164,400	146,400	63,600
Indianapolis	653,800	796,250	645,400	748,750
Kansas City	345,000	381,250	197,500	345,000
Milwaukee	701,100	739,626	171,986	461,181
New York	647,903	.....	39,000	.....
Omaha	1,076,600	1,075,000	1,050,000	1,121,400
Philadelphia	72,137	113,256	.....	85,973
St. Louis	1,134,900	719,213	619,060	554,175
Toledo	90,050	46,250	56,240	8,570
Wichita	12,000	4,000	5,000	None

OHIO.

Sidney, O., Aug. 30.—Grain movement is greatly retarded on account of shortage of cars. Almost all elevators are filled to capacity.—E. T. Custenborder & Co.

OKLAHOMA.

Binger, Okla., Aug. 25.—Grain cars are certainly at a premium with none to be had.—Binger Elevator Co.

SOUTH DAKOTA.

Mellette, S. D., Sept. 3.—Owing to the shortage of cars we are about filled up.—C. M. Howe & Son.

Yale, S. D., Sept. 1.—Not much grain is moving as farmers are binning most of it.—D. S. Glanzer.

Oelrichs, S. D., Aug. 30.—Farmers are disposed to hold grain for better prices but it comes in as fast as we can get cars.—L. A. Van Horn, mgr., Van Wickle Grain & Lumber Co.

Pierpont, S. D., Aug. 30.—A heavy movement of fine quality grain went from here this past week. Durum wheat is yielding 10 to 25 bus. to the acre and most is grading No. 1. Other wheat is yielding 8 to 14 bus., has a weight of 50 to 57 lbs. to the bus. and is grading No. 3 dark northern. Cars are scarce with all elevators here.—O. B. Light.

TEXAS.

Electra, Tex., Aug. 28.—One-half the grain is held by farmers.—E. M. F., Farmers Elevator Co.

WOOL MANUFACTURED in June decreased to 46,000,000 lbs. compared with 55,000,000 lbs. manufactured in June, 1919. The average amount of wool manufactured monthly in the five months ending May was approximately 65,000,000 lbs.

"MIXING of rye and corn with wheat in the manufacture of bread flour will be continued by the French government," is part of a cable received from Paris by the C. E. Lewis & Co., Minneapolis, Minn.

OCEAN freights are at last declining. Old shipowners are selling.

Oats Movement in August.

Receipts and shipments of oats at the various markets during August, compared with August, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	274,275	347,851	.....	902,947
Chicago	10,687,000	3,296,000	2,946,000	1,910,000
Cincinnati	776,000	532,000	228,000	136,000
Indianapolis	3,240,000	1,796,400	2,580,000	1,758,600
Kansas City	899,300	1,196,800	270,000	537,000
Milwaukee	3,306,780	3,729,830	1,604,823	2,477,734
New York	1,333,000	.....	320,000	.....
Omaha	1,478,000	1,068,000	874,000	976,000
Philadelphia	294,635	813,287	.....	749,811
St. Louis	3,168,000	2,399,000	1,800,760	1,432,470
Toledo	646,600	500,300	47,594	374,980
Wichita	22,000	12,000	20,000	8,700

Rye Movement in August.

Receipts and shipments of rye at the various markets during August, compared with August, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	1,210,832	40,150	1,602,050	257,401
Chicago	501,000	783,000	613,000	45,000
Cincinnati	42,000	63,600	25,200	15,600
Indianapolis	98,800	76,250	91,000	60,000
Kansas City	89,100	73,700	37,400	17,300
Milwaukee	455,735	192,650	197,775	150,032
Omaha	155,100	152,900	60,500	155,500
New York	2,069,000	.....	1,581,000	.....
Philadelphia	17,996	16,310	.....	.....
St. Louis	54,089	62,903	42,140	49,185
Toledo	98,200	240,000	38,333	21,200
Wichita	14,000	.....	14,000	.....

Barley Movement in August.

Receipts and shipments of barley at the various markets during August, compared with August, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	19,510	263,738	.....	812,395
Chicago	519,000	1,324,000	356,000	972,000
Cincinnati	10,400	42,900	.....	.....
Kansas City	127,500	241,500	97,500	42,900
Milwaukee	437,235	1,453,820	263,528	591,151
New York	294,100	.....	353,000	.....
Omaha	99,000	118,800	43,200	142,200
Philadelphia	.....	298,617	.....	630,537
St. Louis	107,000	107,200	32,520	9,865
Toledo	6,000	9,600	.....	.....

*No report.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1920.	1919.	1920.	1919.	1920.	1919.
July 10	5,771	3,851	35	23	800	1,617
July 17	8,556	3,393	89	93	322	757
July 24	6,390	1,112	157	45	1,006	1,142
July 31	7,033	3,067	43	9	867	2,319
Aug. 7	6,375	3,651	52	74	353	891
Aug. 14	7,220	2,620	102	44	9	1,584
Aug. 21	6,919	4,445	63	67	46	2,141
Aug. 28	11,253	6,072	122	264	134	1,576
Sept. 4	6,425	3,848	9	118	52	1,474
Total since July 1	73,393	33,563	728	757	3,515	14,194

The Increase in Freight Rates.

By Otto Mortenson, head of the Traffic Department of the Cargill Elevator Company.

That the carriers subject to the act to regulate commerce might be in position to earn for the period ending Feb. 28, 1922, an aggregate annual net railway income equal, as nearly as may be, to 6% upon the aggregate value of the railway property of such carriers held for, and used in the service of transportation, after wage increases ordered by the Labor Board, the Interstate Commerce Commission pursuant to the provisions of Section 15-a of the Act, has divided the carriers into 4 groups, viz: Eastern, Southern, Western and Mountain Pacific, and has ordered increases in all freight rates as well as switching charges for transit, weighing, diversion, reconsignment, lighterage, floatage (including track storage), and transfer where the carriers provide separate charges against shipper for such services.

The increase in the Eastern group is to be 40%, Southern group 25%, Western group 35% and Mountain Pacific group 25%. For joint or single line thru rates between points in one group and points in other groups, the increase is to be 33 1/3%. Where rates are constructed by the use of combinations upon gateways between any two groups, the thru rates are to be increased by applying to each factor its respective percentage.

Rates between points within a group and points on the border line of such group are to be increased according to the percentage applicable to the group, and where a river constitutes a boundary line between two groups, points on both banks thereof are to be considered as border line points.

In disposition of fractions, the increased rates will be made by omitting fractions of less than one-fourth of a cent, fractions of .25 cent but less than .75 cent are to be treated as one-half cent, and fractions .75 cent or greater are to be increased to the next whole cent.

All passenger fares and charges are to be increased 20%; excess baggage rates are to be increased 20%, as are charges on milk and cream usually carried in passenger trains, while a surcharge of 50% of the charge for space in sleeping and parlor cars will be imposed.

The tariffs providing increased charges are to be effective on 5 days notice, but not later than Jan. 1, 1921. It was expected that the increases would generally become effective Aug. 26, 1920.

This entire matter is covered by I. C. C. Docket No. 74 (Ex Parte) of July 29, 1920.

The matter of increases on rates, etc., between the United States and Canadian points will receive further attention by both the Interstate Commerce Commission and the Board of Railroad Commissioners for Canada.

DEMURRAGE CHARGES. The carriers are proposing to increase the rates of demurrage as a means of reducing the detention of cars throughout the country. The National Industrial League is actively opposing this increase.

NORTHWESTERN CAR SUPPLY. With the new crop movement season practically at hand, grain hauling roads of the northwest have 79% equipment compared with 94% as of July 15, 1919.

Normal equipment for the C. & N. W., C. G. W., C. M. & St. P., G. N., N. P., Soo Line and M. & St. L. totals 181,500 box cars. With such cars as are brought into this territory by the C. R. I. & P. and C. B. & Q., it is reliably estimated that 190,000 box cars is our normal supply.

The present box car equipment on the G. N., N. P. and Soo which were specially designed for grain hauling, average 62% of box ownership as of July 15th. During the month of July they received at Minneapolis from their Eastern connections, 8612 box cars on order of the Commission of June 24th to dispatch

25,500 serviceable box cars into Northwestern Territory. The balance of these 25,500 box cars were delivered to other connections.

Since May 24th a total of 14,036 box cars have been delivered to the above.

During July the Minneapolis-Chicago Lines brought into Minneapolis 1602 box cars suitable for grain or flour loading.

Since March 16th when the first American Railroad Ass'n order was issued to dispatch grain cars into this territory, 6,424 cars suitable for the loading of flour or grain have been supplied.

Grain receipts for the month of July totalled 8,430 cars, an increase of 1,036 cars over June.

GRAIN IN COUNTRY ELEVATORS.—It is reliably estimated that the remainder of the 1919 crop in 4,900 country elevators in Minnesota, North and South Dakota on August 1st amounted to 7,350,000 bus. as follows: Wheat, 2,822,000; Durum, 735,000; Flax, 588,000; Oats, 1,132,000; Barley, 1,100,000; Rye, 706,000; Corn, 257,000.

Same data would indicate approximately 8,500,000 bus. of grain still on farms. One

thousand six hundred three elevators report receiving 3,210 cars for grain loading during the month of July, an average of two cars per month per elevator.

Early in August, 1920, the re-discounted loans for the Ninth Federal Reserve District totalled \$95,572,965 as compared with \$40,341,827 in August, 1919; an increase of \$55,000,000, due entirely to the box car shortage in the Northwest, so we are informed, the railroads in this territory having only 79% of their box car ownership.

RAIL RATES TO ADVANCE WITHOUT STATE ACTION. Increased railroad rates will be put in effect despite the refusal of state rate agencies to raise intrastate rates to the same level as interstate rates fixed by the interstate commerce commission, officials of the commission said today.

State action must not be allowed to interfere with rehabilitation of the roads, the commission holds. The authority of the interstate commerce commission is supreme over that of state bodies under court decision in all cases where discrimination cannot be shown.

Annual Meeting National Ass'n.

Grain dealers everywhere are now making their plans to attend the 24th annual meeting of the Grain Dealers Nat'l Ass'n in Minneapolis Monday, Tuesday and Wednesday, Oct. 11, 12 and 13th. Many from the East and Southeast will assemble in Chicago and take a daylight ride over the Burlington along the scenic Mississippi river on Sunday. This will land them in the Flour City early Sunday evening.

The tentative program so far prepared follows:

MONDAY, OCTOBER 11, 9:30 A. M.

Note—The first session of the convention will be held at the New Palace Theatre, one-half block from the West Hotel. All subsequent sessions are to be held in the regular convention room on the second floor of the West Hotel.

Call to order by the President.
Congregational singing led by Fred W. Haigh, of Toledo, Ohio, with W. W. Cummings, of Toledo, at the piano. (Each session of the convention will be opened with a few minutes of congregational singing, led by Mr. Haigh. This is merely to start the sessions off with vigor and animation. Patriotic and popular songs will be sung.)

Invocation—Rev. Dr. John Tallmadge Bergen, Minneapolis.

Address of welcome on behalf of the City of Minneapolis—Hon. J. E. Meyers, Mayor.

Address of welcome on behalf of the Minneapolis Chamber of Commerce—B. F. Benson, President.

Address of welcome on behalf of the State of Minnesota—Hon. J. A. A. Burnquist, Governor.

Response on behalf of the grain trade—B. E. Clement, president of the Texas Grain Dealers Ass'n, Waco, Tex.

President's Annual Address—P. E. Goodrich, Winchester, Ind.

Report of Secretary-Treasurer Charles Quinn, Toledo, O.

MONDAY AFTERNOON SESSION, 1:30 P. M.

The Truth About Socialism—Peter W. Collins, Boston, Mass.

Transportation—Henry L. Goemann, Chairman, Mansfield, O.

Committee on Natural Shrinkage—Henry L. Goemann, Chairman, Mansfield, O.

Address—George Livingston, Chief of the Bureau of Markets, U. S. Department of Agriculture, Washington, D. C.

Uniform Grades—C. T. Doorty, Chairman, Buffalo, N. Y.

Telephone and Telegraph Service—George H. Davis, Chairman, Kansas City, Mo.

TUESDAY, OCT. 12, 9:30 A. M.

Address—Business and the Great War—Harry A. Wheeler, Chicago, Ill., first president of the Chamber of Commerce of the United States.

Legislation—A. E. Reynolds, Chairman, Crawfordville, Ind.

Address—Wayne Dinsmore, Secretary of the Horse Ass'n of America, Chicago.

Membership—Alex. W. Kay, Chairman, Chicago.

Merchant Marine—L. W. Forbell, Chairman, New York, N. Y.

Rejected Applications—H. E. Botsford, Chairman, Detroit, Mich.

TUESDAY, AFTERNOON SESSION, 1:30 P. M.

The entire afternoon will be devoted to three Group Meetings.

Group No. 1, composed of Terminal Market Dealers, will meet together.

Group No. 2, composed of country shippers, will assemble in a separate room.

Group No. 3, composed of Feed Dealers and Feed Manufacturers, will meet by themselves in a third room.

The meeting of terminal market dealers will be led by Chas. L. Niemeier, president of the St. Louis Merchants Exchange, St. Louis, Mo. The chairman of the meeting of country shippers will be F. G. Horner, president of the Illinois Grain Dealers Ass'n, Lawrenceburg, Ill., while A. W. Goodnow, of Boston, Mass., will be chairman of the meeting of feed dealers and feed manufacturers.

WEDNESDAY, OCT. 13, 9:30 A. M.

Reports from the Chairmen of the three group meetings held on the afternoon of Tuesday, Oct. 12.

Address—The Railroad Question From the Standpoint of Congress—Hon. John J. Esch, Chairman of the House Committee on Interstate and Foreign Commerce, and co-author of the Esch-Cummings Bill.

Crop Reports—W. S. Washer, Chairman, Atchison, Kan.

Address—Dr. R. Magill, Secretary of the Winnipeg Grain Exchange, Winnipeg, Man.

Trade Rules—F. E. Watkins, Chairman, Cleveland, O.

Arbitration Appeals—Elmer Hutchinson, Chairman, Arlington, Ind.

Report of Committee on Resolutions.

WEDNESDAY, AFTERNOON SESSION, 1:30 O'CLOCK.

Arbitration Committee No. 1—C. D. Sturtevant, Chairman, Omaha.

Arbitration Committee No. 2—George S. Bridge, Chairman, Chicago.

Arbitration Committee No. 3—S. L. Rice, Chairman, Metamora, O.

Arbitration Committee No. 4—G. E. Patteson, Chairman, Memphis, Tenn.

International Relations—Joseph Quintal, Chairman, Montreal, Que.

Milling and Grain Joint Committee—Thad. L. Hoffman, Chairman, Wichita, Kan.

Feed and Grain Joint Committee—A. W. Goodnow, Chairman, Boston, Mass.

Hay and Grain Joint Committee—W. H. Toberman, Chairman, St. Louis, Mo.

Demurrage—Seth Catlin, Jr., Chairman, Boston, Mass.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

ENTERTAINMENT.

For Ladies and Gentlemen.—Monday, Oct. 11—Orpheum Theatre at 8 p. m.

For the Ladies.—Tuesday, Oct. 12—At 10:45 a. m. chartered cars will leave Fifth street at First avenue north for Excelsior. At 12 m. chartered cars will leave Excelsior for a tour of the Lower Lake. At 1 p. m. a luncheon will be served at the Lafayette Club. At 3 p. m. the boats will leave Minnetonka Beach for a tour of the Upper Lake. At 4 p. m. the cars will leave Excelsior for Minneapolis, arriving at Minneapolis at 5 p. m.

For Ladies and Gentlemen.—Tuesday night, Oct. 12—Dinner at the Armory at 7 o'clock. The speaker of the evening will be Hon. Frank B. Kellogg, United States Senator from Minnesota.

Feedstuffs

THE CANADIAN Cereal Manufacturing Co. of Winnipeg lost \$10,000 by fire recently.

DAVENPORT, IA.—The Purity Oats Co. recently lost \$10,000 by a fire which originated in a feed grinder.

LITTLE ROCK, ARK.—The Brown Oglesby Cash Feed Co. has increased its capital stock \$75,000 to \$100,000.

SHERBURNE, N. Y.—Edward Beechwood of Duxbury, Mass., has bot the feed business of Charles Carrier.

CHEWELAH, WASH.—J. H. Cain has purchased a half interest in the Chewelah Feed Co. from W. H. Hurd.

ABILENE, KANS.—The Denver Alfalfa Milling Co. lost \$3,000 by a fire which started in the dust collecting system.

WAPAKONETA, O.—The Home Milling Co. sold its buildings and elevator to the Ohio Seed Co.—F. J. Rinehart, sec'y.

FRFETOWN, IND.—We bot the feed store of H. E. Pitman and will distribute our surplus feed and flour thru that place.—O. F. Brewer.

H. ADMIRAL, well known among the Michigan feed men, is now connected with the Kimball-Martindale Co. at Bay City, Mich.

DES MOINES, IA.—The Herbageum Mfg. Co. recently incorporated with a capital stock of \$100,000 will manufacture dairy and poultry feeds.

ST. LOUIS, MO.—The American Ass'n of Dairy Food & Drug Officials will hold its annual convention in this city on Sept. 28, 29 and 30.

JOHN B. ROSEFIELD, Oakland, Cal., has registered an ornamental device bearing the legend "AN-FO," as his trade mark, No. 134,527, for use on calf-meal.

WILMINGTON, DEL.—The Cereals Product Co. has been incorporated with a capital stock of \$2,000,000. Incorporators include A. M. Hooven, S. E. Dill and T. L. Croteau.

MILWAUKEE, WIS.—The Milwaukee Crushed Oyster Shell Co. has opened offices in this city. Oyster shells for feeding to poultry will be distributed to all parts of the country.

DAHLGREN, ILL.—The new firm of The Gamble Feed & Seed Co. which recently succeeded Sturman & Gamble, will give more attention to the feed department—Gamble Feed & Seed Co.

THE GREAT WESTERN MILLING Co., Los Angeles, Cal., has registered the words "Bes-grade Caprilac" as its trade mark, No. 130,960, for use on feed for stock, particularly for milk-goats.

THE GREAT WESTERN MILLING Co., Los Angeles, Cal., has registered the words "Bes-grade Nutriac" as its trade mark, No. 130,961, for use on feed for stock, particularly for dairy-cows.

THE CORN Derivatives Co. of Omaha, Neb., which uses brewery refuse in making its products, has applied to the Nebraska Buro of Securities for permission to sell \$1,000,000 worth of stock.

THE TEMTOR Corn & Fruit Products Co. which owns a plant in Granite City, Mo., now under lease to the Corn Products Refining Co., plans to use the plant for itself in the future.

MERIDIAN, MISS.—The Royal Feed & Milling Co. has purchased the plant of the Union Feed & Fertilizer Co. and will operate it as a branch of its Memphis, Tenn., plant as soon as improvements are completed.

THE ALFALFA meal mill of the Western Alfalfa Milling Co. now under construction at Gibson, Wyo., will have a grinding capacity of 8 tons per hour and will have storage facilities for nearly 3,500 tons of meal.

SPOKANE, WASH.—The Neil Bros. Grain Co., which recently entered the mixed feed business, has doubled its capital stock to \$100,000. A warehouse purchased at Rosalia, Wash., is being made into the company's third feed mill.

KANSAS CITY, MO.—The National Hay Co. has purchased the Haywood Alfalfa Milling Co. for \$100,000. The Haywood plant, consisting of 8 buildings located on 3 acres of ground, has been in operation nearly 10 years under the direction of Bryan Haywood.

THE HORSE ASS'N of America in a recent publication gives the result of a number of comparisons made between the horse and the motor truck by an eastern furniture house. The concern claims that it finds the horse more economical for its short haul traffic.

COLFAX, WASH.—The Colfax Grain & Feed Co., which lost its plant by fire recently, has moved into an old armory in this city. Improvements installed include a 22-h.p. motor and a feed grinder having a capacity of 6 tons per hour. Officials of the company announce that the plant will be ready for operation some time in September. Besides the feed plant a public grain warehouse is to be operated.

NYSSA, ORE.—An alfalfa mill capable of grinding 60 tons of hay a day is being installed by W. G. Cathey, a prominent grower of alfalfa in this section. An alfalfa meal mixing machine is also to be installed. Mr. Cathey, who is entering the alfalfa feed business, already has contracted for considerable alfalfa feed in California. The erection of a concrete storage warehouse for sacked alfalfa feed is contemplated next season. (This information has appeared erroneously under Idaho instead of Oregon.)

THE SERVICES of Frank R. Johnson, for many years a buyer for the feed department of the Quaker Oats Co., have been secured by F. W. Brode & Co. of Memphis, Tenn., who recently opened Chicago headquarters.

WASHINGTON, D. C.—W. S. Hoge, for many years pres. of the W. S. Hoge & Bros., Inc., feed and flour dealers, passed away on Aug. 16. He is survived by a wife and seven children. Besides his interests in the feed and flour business Mr. Hoge was a charter member of the Washington Chamber of Commerce and was a director and vice-pres. of the District National Bank.

THE HAYES GRAIN & COMMISSION Co. of Little Rock, Ark., was charged with shipping 500 sacks of misbranded cottonseed meal into the state of Iowa. It was claimed that the labels on the sacks led the purchaser to believe that each of the sacks contained 6 per cent of crude fat, 38.6% of crude protein, and not more than 10% of crude fiber when the article really contained 5.46% crude fat, 36.4% crude protein, and 14.6% crude fiber. Misbranding of the article was alleged for the further reason that it was food in sacks or containers, the contents of which were not plainly and conspicuously marked on the outside of the packages in terms of weight, measure, or number. W. C. Nothern, The Hayes Grain & Commission Co. and the Searcy Oil & Ice Co. claimants, consented to the decree and a judgment of condemnation and forfeiture was entered. The court ordered that the product should be released to the claimants upon the payment of the cost of proceedings and upon the execution of a \$500 bond and conditioned that the product should be inspected and rebranded so as to accurately and correctly disclose the contents.

Adulteration and Misbranding.

Under the food and drugs act the following judgments were rendered recently in the United States District Courts for the Buro of Chemistry:

The Sutherland Flour Mills Co. of Cairo, Ill., was charged with shipping 200 cases of Daisy Dairy Feed which did not come up to the analysis printed on the label. Misbranding was charged because it was labeled so as to deceive and mislead the purchaser and cause him to believe that the product contained 13.25% of protein, 3.5% fat, and only 12.5% fiber, whereas it did not contain 13.25% pro-



Grain Door Opener and High Rail for Expediting Unloading of Grain from Cars.
[See facing page.]

Feedstuff Movement in August.

Receipts and shipments of feedstuffs at the various markets during August, compared with August, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Chicago, lbs.	35,371,000	58,140,000	114,912,000	85,989,000
Cincinnati, tons	1,140	360		
Milwaukee, tons	4,000	4,371	27,077	20,280
Kansas City, tons	6,380	6,420	11,620	148,000
St. Louis, sacks	135,900	70,720	155,560	169,550

tein and 3.5% of fat and contained more than 12.5% of fiber. The Sutherland Flour Mills Co. claimant admitted the allegations of the libel and a judgment of condemnation and forfeiture was entered. The court ordered that the feed be released upon the execution of a \$250 bond.

The Phoenix Cotton Oil Co. of Memphis, Tenn., was charged with misbranding and adulteration of cracked cottonseed cake and cottonseed meal. Analysis described by the defendant company in a contract of sale stated that the product contained 7½% ammonia. Analysis by the Bureau of Chemistry showed 7.29% ammonia in one shipment and 7.14% ammonia in another shipment. The defendant company entered a plea of guilty and the court imposed a fine of \$100 and costs.

The International Sugar Feed Co. No. 2 of Memphis, Tenn., was charged with misbranding dairy feed. Analysis by the Bureau of Chemistry showed that the feed contained 10.88% moisture and 21.04% crude fiber. Tags on the bags stated that the feed contained not more than 15% fiber. The defendant company entered a plea of guilty and the court imposed a fine of \$50 and costs.

The Globe Grain & Milling Co. of San Francisco, Cal., was charged with shipping 700 sacks of adulterated rice feed into the state of Washington. Adulteration was charged because rice hulls had been mixed, packed and substituted for the rice feed. The Globe Milling Co. admitted the charge. The court ordered that the product be released upon the execution of a \$250 bond upon condition that the product be relabeled 50% hulls.

GRAIN SUPERVISION of the Danzig, Austria, Free City Territory provides that breadstuffs, barley and oats shall be seized for the benefit of the community. Producers are permitted to dispose of the following amounts of grain for themselves: (1) For personal consumption, 12 kilos of breadstuffs and 5 kilos each of barley and oats per head per month; (2) amounts stipulated in tariff agreements for consumption of persons paid in kind (laborers, etc.), even where these amounts exceed those fixed under (1); (3) amounts of threshed barley and oats to be determined by the Board of Economic Control for feeding livestock; (4) sufficient grain for seeding the next year's crop. A kilo is 2.2 lbs. Colorado Agri. College to the farmers who complained that they would not have a market for their wheat because of the car shortage.

Coming Conventions.

Oct. 11, 12 and 13. Grain Dealers' National Ass'n at Minneapolis, Minn.

Jan. 25, 26, 27. Farmers' Grain Dealers Ass'n of Iowa at Fort Dodge, Ia.

A Time and Labor Saving Grain Door Opener.

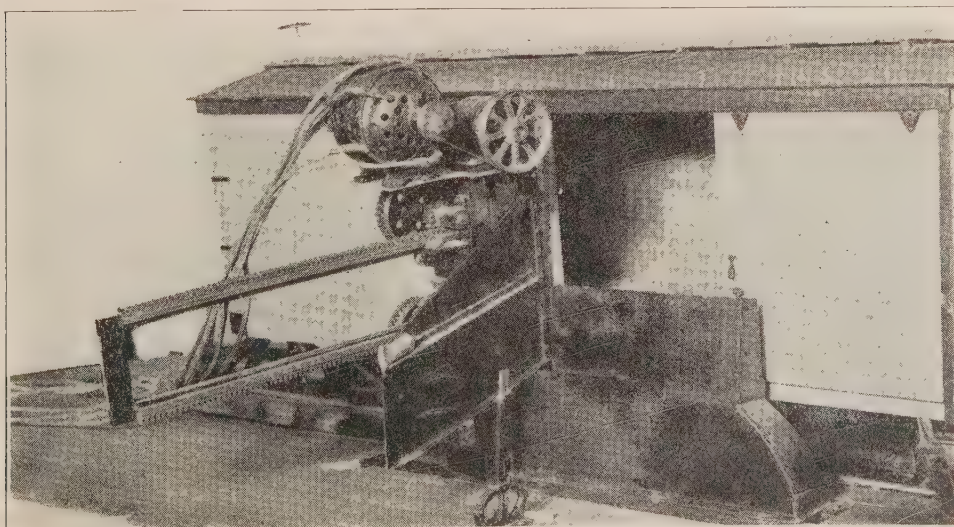
In the Aug. 25th number of the Journal, page 383, we illustrated a new grain car dumping device recently brought out by the Jno. S. Metcalf Co. While this machine is a simple and inexpensive device some owners may be inclined to consider the cost of installation together with the alterations necessary to existing buildings as prohibitory. Such objection does not apply, however, to the car door pusher, forming a part of the new device. The cost of installing the pusher is so small and the alterations necessary so slight none will hesitate to add the improvement on this account. The saving of time and labor in opening cars is so great as to reduce the cost of unloading cars and double the receiving capacity of elevators having modern legs.

In actual practice the motor will be located on the floor and the structural steel support, which carries all the operating mechanism, will extend from floor to roof of first story. Power is transmitted from a 20 hp. motor through gearing to the pinions operating the pusher arm, which is of structural steel with a cast iron rack bolted to both the top and bottom sides. Both vertical and horizontal guide rollers are installed at both the top and bottom of the pusher arm to preserve alignment. The inner end of pusher is equipped with teeth to engage the grain door, those at the top having a greater projection than the ones at the bottom.

In operation the pusher works against one end of the grain door engaging the top first, where there is the least pressure from grain. This tilting of the grain door allows grain to run out and relieves pressure to such an extent that the force exerted by pusher when its entire face is in contact with the grain door, pushes it inward. The pusher is set at such an angle as to follow the door's direction of travel, the free end describing an arc at the termination of which the fixed end of the door is released. By reversing the motor the pusher is withdrawn; the entire operation consuming about two minutes.

Coming at a time when labor saving devices are in greater demand than ever, this one already has interested many operators here, than whom none know better the time, trouble and profanity now necessary to the removal of grain doors by man power.

A further consideration is that excessive damage to grain doors is obviated as the door is removed, practically intact. The baffle plate attached to the pusher arm as shown in cut is not necessary when the pusher alone is installed, but is necessary to prevent grain running beyond the middle of car when the dumping device is used.



The Metcalf Grain Door Opener.
[See facing page.]

Another interesting feature is the elevation of the outside rail over unloading pit by which means the car is given a natural tilt of 10° thus utilizing gravity in unloading.

Both the dumper and pusher are fully protected by patents controlled by John S. Metcalf Co., who in conjunction with Mr. F. W. Cowie, Chief Engineer, Harbour Commissioners, Montreal, Quebec, are responsible for the design.

\$10,000 in Prizes to Growers.

The Chicago Board of Trade, endeavoring to encourage the farmer to produce better crops, is offering a \$10,000 premium list for the best exhibits of grain, hay and seed by growers at the International Grain and Hay show to be held in connection with the International Live Stock Exposition at the Chicago Union Stock Yards Nov. 27 to Dec. 5.

Professor G. I. Christie, Superintendent of Agricultural Extension at Purdue University, will have direct supervision of the International Hay and Grain Show. George S. Bridge of Bridge & Leonard Co., Chicago, is chairman of the Board of Trade Com'te to arrange for the distribution of prizes. One meeting of the com'te has been held and it was then decided to leave the standards of award to Professor Christie and Dean Curtis of Ames, Ia., who are both agricultural experts. Other members of the com'te are: E. H. Bingham, A. V. Booth, J. C. Murray, A. L. Sommers, C. A. Heath, W. J. Doyle, Geo. E. Booth.

The great interest taken in the show last year when a similar prize was offered by the Chicago Board of Trade, practically assures a greater interest this year. Already the list of entrants and those who will exhibit samples of their crops is large, and it is expected that the number of exhibits will be far in excess of last year's showing.

According to Mr. Bridge, the Chicago Board of Trade feels that it should champion the cause of better quality and quantity of farm yields, especially of grain, hay and seeds. A large number of colleges are expected to place educational exhibits at the show, as well as the United States Department of Agriculture.

The contest is open to all growers in the United States and Canada and the exhibits will include wheat, corn, oats, rye and barley, all grades of hay, and small seeds such as timothy clover, sorghum and Kaffir corn.

Oats Grading Better Than Last Year.

Receipts of oats at Chicago during July and August show a larger percentage of No. 1 and No. 2 arriving. The table printed herewith shows Nos. 1, 2, and 3 oats receipts for July, 1920, as 2% to 4% larger than last year, while the receipts of No. 4 grade have fallen off considerably this year as compared with last.

The month of August has shown a decided increase in the better grade of oats receipts, the percentage of No. 1 oats being 6.6% larger than a year ago, No. 2 is 16.2% greater than last year, while the lower grades show a decidedly smaller percentage.

This increase of receipts of the better grade is due to a certain extent in the weather conditions, August having been a dry month and the oats did not discolor, but last August, 1919, was a wet month and consequently much oats graded low owing to discoloring. The main factor, however, is probably due to the fact that the oats crop generally was of a higher quality.

The following table shows the percentage of Chicago oats receipts grading No. 1, 2, 3, 4 and Sample grade:

Grades.	No. 1.	No. 2.	No. 3.	No. 4.	S. G.
July, 1919	1.5%	36.1%	50.7%	10.1%	1.2%
July, 1920	2.9%	37.2%	54.5%	4.1%	1.2%
Aug., 1919	1.1%	28.1%	62.4%	6.9%	1.4%
Aug., 1920	7.7%	44.3%	43.8%	1.8%	2.3%

Northwestern Grain Dealers Ass'n Holds Convention.

The Northwestern Grain Dealers Ass'n held its sixth annual convention at Bozeman, Mont., August 3 and 4. It was reported to be the best meeting and the largest meeting the Ass'n has held, about 100 grain men being in attendance, and the topics discussed of the utmost importance to grain men today. The meetings were all held at Karst's Cold Springs Summer Resort, several miles from Bozeman. Automobiles conveyed the delegates to the resort.

H. N. Stockett, sec'y of the Ass'n, called the first session to order at 2 p. m., extending a hearty welcome from Mayor Sweet of Bozeman, who was unable to be present in person. Following this welcome, W. T. Greely, pres. of the Ass'n, delivered his annual address. From it, we take the following:

President's Address.

Due to almost a total crop failure in our state, the last year has been a very hard and trying one for both the grain dealer and the farmer, but with hardly an exception they have borne their troubles without any complaint and are still boosting for the Treasure State. I have recently made a trip thru the northern part of the state and in talking to the different grain dealers and farmers have never heard as much optimism in my life, all of which goes to show that the people of today can face adversity and hardships with the same true spirit as did the pioneer of the Golden West, and I am sure that with the stick-to-it-iveness that our farmers and business men have demonstrated, the past experience will serve as a good lesson for us all.

There has been considerable controversy as to what would be a fair margin and I have tried to figure out about what it was going to cost us this year to handle a bushel of wheat: Taking 70,000 bushels as an average per elevator on a twelve month basis and allowing thirty days from the time the grain entered the elevator until arriving at terminal including insurance, commission, interest and elevating charges, I figure that it will cost something over ten cents per bushel. About one-half of the cars which are sent in to be loaded at our elevators are not fit for bulk grain and it takes anywhere from five to ten hours of one man's time to cooer the car and get it ready to load. This is also an added expense which I have not taken into consideration.

On account of the poor condition of the cars furnished we are going to have an increase of loss of grain in transit and it is going to be necessary for you to have your weighing out scales in perfect order so that you can protect your losses when it comes to substantiating your claims against the railway companies.

Storage Fee too Low.—At the present time, according to our state storage law, we can only collect two cents per bushel for receiving, elevating and delivering wheat. We all know that this fee is ridiculous at the present time. It undoubtedly was an equitable charge at the time the law was framed, but conditions have changed considerable the past few years and I am sure that were we compelled to handle all of our wheat on this basis we would have to close our elevators or go into bankruptcy. This is a matter that should be taken up with the state legislature this coming season and try to get the handling charges increased so that we can at least break even on wheat handled in this manner.

In view of the fact that we have a fairly good crop in the state this year, I think we should all make an effort to increase our membership. We have 1,000 elevators in the state and only about one-half of them are members of our association and I would suggest that each one of you get some membership applications and try and get your competitor to fill it out and send it in to our sec'y. I am sure that any member you get will feel they have got their money's worth before the end of the grain season. Possibly a great many of you do not know that a line company with fifty elevators in the association only has one vote the same as a Farmers' or Independent Elevator. This gives each company, no matter how large or how small, the same rights and privileges in our association.

During the period which the Ass'n has been in existence we had accumulated an indebtedness, some of which had been running for a considerable length of time. Last winter the parties to whom this money was due asked to have it paid and the officers found it necessary to levy an assessment on each elevator. The sec'y sent out a statement to each member, with a letter of explanation and without an exception the members sent a check covering the amount asked for. I feel that this fully demonstrates the loyalty of our members considering the fact that a majority of the elevators were closed and there was no possibility of them receiving any benefits from the Ass'n until another season. At the present time the

Ass'n is entirely out of debt but we have no surplus whatever. It is simply a hand to mouth existence and I feel that an Ass'n that is as important and necessary to the grain dealers and farmers as ours is, should have a respectable surplus in the treasury to take care of a rainy day and I sincerely hope that before we adjourn you will work out some plan to create this surplus.

At the conclusion of Pres. Greely's address, Professor Alfred Atkinson, pres. of the Agricultural College of Mont., spoke on the world's wheat situation. Mr. R. O. Stuart, of the Security Adjustment Co., Minneapolis, next spoke, in an authoritative way, on the subject, Collecting Railroad Grain Claims. This address was printed in the Aug. 25 number of the Journal, p. 376.

Mr. Stockett then read his annual report. In part, he said:

This is our sixth annual convention, we were organized in 1914. The first years of any industrial organization are the hardest, we have passed safely through these, and not only that but also safely through times most unusual and altogether abnormal. It is for us to look, not backward, but forward, the grain industry of our territory has a big, bright future and if we but measure up to our opportunities there will be no regrets and ample reward. Our future will be brightened by the lessons of the past.

In our last convention a resolution was passed to have the state of Montana in one Federal Grain Supervision district, with Federal Grain inspection, office and equipment. The state is now in one Federal Supervision district and will have two licensed state grain inspectors with laboratories at convenient locations. Much depends upon the character of the grain being known and its integrity maintained.

We are working with the Montana Irrigation congress, for the successful application of water for the growing of grain and hay crops, at times when needed. It is a big movement and with water going to waste we should reserve and control enough at all times to assure the crops when there is a lack of moisture.

The sec'y's report closed the first session. In the evening a dance was given at the Karst's Pavilion.

The morning session, Aug. 4, was given over to general discussions. Car shortage and the financial situation in its relation to the grain trade were the two subjects receiving most attention. In spite of difficulties and past crop conditions, the Montana dealers are enthusiastic and confident that the possibilities of their state in crops will be realized.

The afternoon session was taken up with business, principally with election of officers and directors. The officers for the ensuing year are: J. Watkins, Cascade, Mont., pres.; W. E. Gage, Great Falls, Mont., vice-pres. The directors elected are as follows: Mr. Peterson, Joliet; L. L. Dean, Conrad; W. T. Greely, Great Falls; E. M. Wright, Manhattan; and W. W. Haight, Great Falls. The executive com'tee was appointed to include: W. G. Kirkpatrick, A. Barkemayer and W. E. Gage, all of Great Falls.

After the election and appointments, Sam Teagarden spoke on the subject of the Montana Irrigation Congress, showing the necessity for irrigation in the state and pointing out the progress the movement has already made.

At the close of the convention in the evening of the second day, many of the grain dealers visited the Bozeman "Round-up," an annual affair of considerable interest to that section.

Would Organize Georgia Dealers.

In the interest of better trading methods and settlements between grain and feed dealers in the state Geo. W. McRory, manager of the Thomasville Elevator Co., Thomasville, Ga., is taking a postal card ballot of the members of the trade to get an expression in favor of organizing the "Georgia Grain Dealers Ass'n," to become affiliated with the Grain Dealers National Ass'n.

It is fitting that the first of the Southeastern states to organize should be the Empire State of the South, and in view of the fact that there is so much to gain by organizing, all dealers who intend to be actively identified with the trade permanently are urged to join and aid in formulating its policies.

Speculative Chances in Carrying Unhedgeed Grain.

[Continued from page 469.]

owns any grain. He can sell for future delivery, and sell his "cash" grain later and at the same time "buy back" his hedge. Farmers, by using the futures market, could be the balance-wheel, for they would be more powerful than any group of speculators or all of them combined. But the farmer seldom takes advantage of high prices or an advancing market. Individually, of course, there are exceptions; but collectively, the farmers will watch prices advance 20c, 30c, or 40c, and then sell their grain when prices have declined again. Then they will curse the mythical price "manipulators" and "grain gamblers."

I have heard presidents and secretaries of farmers' organizations declare: "The farmer is a business man!" So he is—in the management of his farm; but the marketing of crops is a specialized business that he has not yet mastered. The existing system of crop distribution by means of grain exchanges is the result of a gradual evolution from the crudest possible methods of marketing, such as still continue in Russia and Argentina, for instance. If the farmer would learn to take advantage of the opportunities to sell his crops at the satisfactory prices from time to time afforded by the existing market system, he would not then condemn the markets when prices decline.

GERMAN BEANS according to a member of the American commission in Berlin on July 10 cost 6¼c per kilo of 2.2 lbs. compared with a price of 7½c per kilo in August, 1919. Between these two dates the prices reached their high in March, 1920, when a kilo of beans was worth 21¼c. The low point in prices was reached early in July, 1920, when a kilo of beans were worth 5½c. Peas and rice prices took about the same trend as the bean prices. On July 10 a kilo of peas were worth about 7½c compared with a price in August, 1919, of 12½c. Rice on July 20 was worth about 22½c compared with a price in August, 1919, of 10c per kilo.

Peoria Grain Dealer Killed.

William H. Dewey, 29-year-old son of W. W. Dewey and a member of the firm of W. W. Dewey & Sons, was instantly killed on Sept. 1, when the automobile he was driving broke a front wheel and overturned in a ditch near Winona, Ill.

Mr. Dewey had been associated with his father in the grain business at Peoria for nine years. He was a member of the Peoria Board of Trade and well known thruout the grain trade of that section. A portrait of Mr. Dewey is reproduced herewith.



William H. Dewey, Peoria, Ill., Deceased.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

CANADA

Edmonton, Alta.—The Radway Elvtr. Co. has been incorporated with a capital stock of \$20,000.—B.

Wilcox, Sask.—The Tubman Grain Co., Ltd., has been incorporated with a capital stock of \$30,000.—B.

Castor, Alta.—E. E. Ellergood, agt. for the North Star Grain Co., has been appointed traveling inspector for the company in Alberta.

Montreal, Que.—H. C. Moore, in the main office of the Lake of the Woods Milling Co., here, was married recently to Miss Lillian S. Robinson.

St. Johns, N. B.—Floating grain elvtrs. will probably be used in the harbor here this winter to relieve grain congestion, according to R. W. Wigmore, minister of customs.

Calgary, Alta.—Work has been started on the 1,000,000-bu. elvtr. of the Alberta Flour Mills Co., which with the new 8,000-bbl. mill which is to be built, occupies a site 2,000 ft. long and 250 ft. deep.

Dysart, Sask.—The elvtr. of the North Star Grain Co. at this station burned Aug. 14. The house was empty and ready to handle the new crop. It will be rebuilt at once. Fifteen empty box cars on the C. P. Ry. siding also burned.

Ottawa, Ont.—While the Canada Wheat Board has gone out of existence in so far as its control of wheat is concerned, it is not anticipated that its work will be completed before the end of the year. It will take that long to wind up affairs.—B.

Ft. WILLIAM LETTER.

Fort William, Ont.—The Bole Grain Co., Ltd., has been incorporated with a capital stock of \$500,000.—B.

James Davidson & Co., Ltd., have built a small elvtr. and feed plant; capacity 10,000 bus. The Mt. McKay Flour & Feed Co. is now constructing a similar plant. The United Grain Growers, Ltd., who lease elvtrs. "B" and "E" are installing at the present time the latest kind of cleaners. The new work-house for the Port Arthur Terminal Elvtr. is under construction.—C. Birkett, sec'y Ft. William & Port Arthur Exchanges.

Fort William, Ont.—Receipts of new grain here as yet have been small. Shipments from the head of the lakes still continues of the clearing out of old grain. An interesting feature of the business this year is the change on the part of several of the elvtrs. from public terminal to private elvtrs. Those thus changing are the Empire, Thunder Bay, The Eastern Terminal and Davidson & Smith. This will necessitate all the grain in those elvtrs. being shipped out or purchased by the owners of the elvtrs., as a public elvtr. is compelled to own all grain held by it.—B.

Fort William, Ont.—Nominations for the new officers and council of this Exchange closed on August 18. As there were only the required number nominated, there will be no need of an election. The following are the nominations: N. M. Paterson, pres.; D. L. Bole, vice-pres.; C. Birkett, sec-treas. Council: John Bell, F. H. Bole, J. A. Campbell, Geo. A. Coslett, I. DeLamater, J. H. Irwin, Percy McCallum, R. B. Pow, A. Sellers, H. Sellers and H. J. Sterling. Norman Paterson, the pres., was re-elected. He is pres. of the N. M. Paterson Co., Ltd., Interior Elevator Co., Ltd., and a director in many other commercial enterprises. D. L. Bole was also re-elected as vice-pres. He is junior partner in the Bole Grain Co., Ltd. On Sept. 1 this Exchange will formally open sample market trading which has been closed for 3 years by virtue of government control. It is the first attempt in Canada to inaugurate this new method of trading, which has been so successful

in the American grain markets. Prospects for success are bright.—C. Birkett, sec'y Fort William & Port Arthur Exchange.

WINNIPEG LETTER.

The Simpson-Hepworth Grain Co., Ltd., has been incorporated with a capital of \$5,000.—B.

The Premier Grain Elvtr. Milling Co., Ltd., has increased its capital from \$60,000 to \$400,000.—B.

The capital stock of the N. Bawlf Grain Co. has been increased from one to two million dollars.—B.

The Board of Grain Commissioners recently sat here and they heard applications to increase elvtr. and storage charges by terminal elvtr. companies. A boost of $\frac{3}{4}$ of a cent a bu. on storage of grain in country elvtrs. and of $\frac{1}{4}$ of a cent a bu. for terminal elvtrs. was the main requests. The present prices are $1\frac{1}{4}$ cents in country elvtrs. and 1 cent in terminal plants.—B.

Winnipeg, Man.—Contract grades of wheat were fixed as follows by the Council of the Grain Exchange: The contract grade until Sept. 30, 1920, shall be No. 1 Manitoba Northern wheat with the privilege of delivering on contracts: Higher grade wheat; No. 2 Manitoba Northern wheat at a discount of 3c per bus., or No. 3 Manitoba Northern wheat at a discount of 7c per bus.

CALIFORNIA

San Francisco, Cal.—Joseph Wagner, the pres. of the corporation of Scott, Wagner & Miller, also W. A. Miller, vice-pres. of the corporation, have withdrawn from active business and have retired. The firm of Scott, Wagner & Miller was dissolved and is liquidating. A. W. Scott, who was sec'y-treas. of Scott, Wagner & Miller, is now the sole owner of the new firm and successor to Scott, Wagner & Miller, under the name of the A. W. Scott Co., with the old staff which was originally in the old concern of Scott, Wagner & Miller and have been there for 20 years or more. Walter H. Lord is mgr. of the hay dept. and H. G. Stindt mgr. of the grain dept. We have disposed of the mill but still handle the same amount, in fact more than we did previously, of grain, both milling and whole. We still retain all of the warehouses and the entire plant, in fact the entire organization is intact only in change of name. We do not anticipate at the present time to build a new plant for milling, as we have very satisfactory arrangements, but may do so later.—A. W. Scott.

LOS ANGELES LETTER.

J. C. Hodge has been admitted to membership in the Grain Exchange.

C. C. Hine, formerly sales mgr. for the Globe Grain & Milling Co., has succeeded O. H. Morgan as mgr. of the local plant of the company. Mr. Morgan has been elected 2d vice-pres. of the corporation.

C. C. Collins was re-elected pres. of the Southern California Bean & Grain Warehouse Ass'n at its recent annual meeting held in this city. Richard Drew, of Huntington Beach, was also re-elected sec'y-treas. of the ass'n.

The semi-annual banquet of the Grain Exchange will be held Sept. 11, at Hotel Virginia, Long Beach. The afternoon will be spent on the beach, the banquet being served at 6:30 p. m., and the evening will be devoted to dancing.

Los Angeles, Cal.—At a recent meeting of the city council the question of the building restrictions which prevented the issuing of a permit to the Globe Milling Co. to build a 208 ft. elvtr. was again discussed and a resolution allowing the erection of the elvtr. was passed and the permit granted.

COLORADO

Genoa, Colo.—I am putting up a warehouse in connection with my elvtr.—E. H. Strump.

Paoli, Colo.—Chas. Platt has succeeded W. G. Hemen as mgr. for the Paoli Grain & Trading Co.

Agate, Colo.—The new elvtr. of the Scott-George Grain Co. will be completed within the next 10 days.

Craig, Colo.—The Farmers Mill & Elvtr. Co. will install a 25-bbl. mill to be operated in connection with its elvtr.

Ovid, Colo.—W. A. Hopper is building an elvtr. here. We have installed a new motor.—Julesburg Co-op. Grain Co.

Pueblo, Colo.—The Geo. I. Boyd Grain Co. incorporated for \$50,000 by Geo. I. Boyd, Margaret B. Boyd and M. L. Stubbs.

Holyoke, Colo.—I am back in the grain business buying grain for the L. Spelts Grain Co.—W. W. Spence, formerly mgr. Holyoke Equity Exchange.

Bethune, Colo.—The Farmers Elvtr. Co. has bot the elvtr. of Carl Alexander, which is the only house here.—R. J. Roorda, office mgr. for Hugh Baker, Burlington.

Sedgwick, Colo.—The damage to our elvtr. was not caused by an explosion of any kind, but was due to defective workmanship on the part of the contractor.—J. N. Buchanan, sec'y-treas. Farmers Co-op. Elvtr. Co.

Burlington, Colo.—We are building 2 more elvtrs., one at this station to be used in connection with the house we now have here, and one at Peconia Siding, 6 miles east of here. Both have a capacity of 15,000 bus. and are of concrete construction, equipped with Trapp Dump and 15-ton scales. The Burlington Equity Exchange is building a big warehouse.—R. J. Roorda, office mgr. for Hugh Baker.

IDAHO

Payette, Ida.—The plant of the Payette Mills Co. has been thoroughly overhauled and repaired.

Pocatello, Ida.—The Pocatello Mill & Elvtr. Co. has increased its capital stock from 1,750 shares at \$100 par value to 5,000 shares at a par value of \$100 each.

St. Anthony, Ida.—We have reorganized Miller Bros. Co. under the firm name of Miller Bros. Grain Co., operating plants at this point, Drummond, Chester and Ashton.—J. H. Roberts, mgr.

Caldwell, Ida.—There are 3 elvtrs. here and 2 of them are in operation. We are building a new house and are now installing new machinery. We expect to begin operation Oct. 1.—Caldwell Equity Society.

Drummond, Ida.—The Inter Mountain Milling Co. has built a new office. Miller Bros. Co. have re-organized under the name of the Miller Bros. Grain Co., J. H. Roberts becoming gen. supt.—H. P. Thorstad, mgr. Miller Bros. Grain Co.

Weiser, Ida.—The O'Bryant Milling Co. of Haines, Ore., has established an office in this city and next year will build a large elvtr. For the present the company will use the warehouses of Johnson & Brent which it has leased.

ILLINOIS

Manchester, Ill.—V. C. Elmore has succeeded V. C. & Trave Elmore.—J. J. Gentile, mgr.

Wyoming, Ill.—The elvtr. of the Wyoming Grain Co. has been painted and a new roof put on.

Breese, Ill.—We expect to start construction on a concrete elvtr. in a few days.—Breese Grain Co.

Lindenwood, Ill.—H. L. Mathre has succeeded L. G. Haselton as mgr. for the Lindenwood Co-op. Exchange.

Blue Mound, Ill.—The Farmers Grain Co., of Stonington and Blue Mound, has its new 76,000-bu. elvtr. in operation.

Heyworth, Ill.—The Hasenwinkle Grain Co. is remodeling its elvtr. and installing scales on the 2d floor of the house.

Freeport, Ill.—The B. P. Hill Grain Co. has covered its elvtr. with 3-ply asbestos roofing and installed electric power.

Timewell, Ill.—I have sold out to the Farmers Co-op. Co. and am at present out of the grain business.—W. E. Nelson.

Meekin (formerly German Valley), Ill.—I have succeeded G. H. Scott, of San Jose, as mgr. for the German Valley Farmers Grain Co.—Roy Rademaker.

Beecher, Ill.—A new grain warehouse is being built by the Equity Exchange.

Washington, Ill.—The recently incorporated Farmers Co-op. Grain Co. has bot and is operating the elvtr. of M. W. Jenkins.

Douglass, Ill.—V. G. Blythe of the Williamsburg is now mgr. for the Douglas Grain Co., which is a branch of the Inland Grain Co.

Tallmadge (Hopkins Park, p. o.), Ill.—Farmers Elvtr. & Grain Co. incorporated for \$10,000 by E. Brinkman, J. Mervin and others.

Donovan, Ill.—Nordwahl & Johnson have sold their elvtr. to the Donovan Grain Co., which reincorporated as the Donovan Co-op. Co.

Yorkville, Ill.—John Mulvihill is mgr. of the Farmers Elvtr. Co. at Kentland, not at this station, as reported. T. E. Barkley is mgr. here.

Melvin, Ill.—H. G. Arends has remodeled the dump in his elvtr. and installed new machinery. J. D. McClean & Co. had the contract.

Warren, Ill.—The Farmers Elvtr. Co. has bot the elvtr. of E. D. Lausch, of Freeport, which has been operated for the last 2 years under lease by C. A. Fank.

Charlotte, Ill.—The Farmers Grain Co. will install a 20-h.p. motor to replace its old gasoline engine. Electric lights will be installed in the office and thruout the elvtr.

Cairo, Ill.—Employees of the Hastings-Stout Co. were entertained at the McClure Farm, Aug. 29, by Ira Hastings, pres. of the company. A barbecue was the main attraction.

Kentland, Ill.—We have installed 2 Challenge Truck Dumps in the elvtr. here. John Mulvihill became mgr. Aug. 1.—F. E. Barkley, mgr. Farmers Elvtr. Co. of Yorkville, Yorkville.

Woodstock, Ill.—W. M. Bonsledd & Son are installing machinery for a 75-bbl. mill. The equipment includes Unique Ball Bearing Double Roller Mills, sifter, scourers, receiving separators, etc.

Rantoul, Ill.—I sold my elvtr. at Dillsburg, Ill., to the Dillsburg Co-op. Grain Co., but still own the station at Block. I am making my headquarters in Chicago at present.—James S. Coon, J. S. Coon Grain Co.

Champaign, Ill.—The grain storage elvtr. of the cereal mill of W. F. Foote & Co. burst Aug. 21 and over 1,000 bus. of oats poured over the tracks, causing a loss of \$1,000. The wall of the elvtr. gave way about 20 ft. above ground.

Cairo, Ill.—Work on the new elvtr. of Thistlewood & Co., which has been delayed for over a month on account of inability to obtain materials needed, has been started and will be rushed. The Reliance Construction Co. has the contract.

Bloomington, Ill.—A conference was called by Commissioner Frank H. Funk, Sept. 8, in the assembly room of the McLean County Farm Buro, in the Durley Bldg. here, for the purpose of ascertaining the exact situation as to grain car supply and demand.

Paxton, Ill.—The Farmers Grain Co. contemplates the erection of a concrete office building and a warehouse at an early date. It is also that the old mill owned by the company will be torn down and that a concrete elvtr will be built on the site.

Guthrie, Ill.—The Farmers Elvtr. Co. is remodeling its elvtrs. here and at Gibson City. The old wood siding is being removed, the cribbing repaired and galvanized iron siding and roof put on. Some new machinery is being installed. J. D. McClean & Co. are doing the work.

Alexis, Ill.—There has been considerable talk about farmers buying or building an elvtr. here but to my knowledge to date nothing definite has been done. The Equity and the Farmers Union work together very harmoniously. We need cooperation to handle our grain to advantage.—Ed. E. Sedwick.

Unz Siding (Reddick p. o.), Ill.—The Farmers Elvtr. Co. of Reddick has let contract to J. D. McClean & Co. for a 25,000-bu. vitrified tile elvtr., to be up-to-date in every respect. The equipment will include a cleaner, auto. scales, auto dump and 10-ton Howe Dump Scales. One bin will be reserved for phosphate rock storage.

Weldon, Ill.—The new 60,000 bus. elvtr. of Railsback Bros. will be up-to-date in every way. It will be 55 ft. square and 75 ft. high, covered with corrugated iron. The equipment will include fireproof elvtr. stands, 10 ton outside truck scale, 25 h. p. oil engine and new dumps. At present the firm is buying grain at the Moore-Warner office and at the old elvtr. of the Farmers Elvtr. Co.

Newman, Ill.—The fire that destroyed the elvtr. of the Farmers Elvtr. & Lumber Co. here was caused by a hot box in the machinery of the elvtr. Besides the elvtr. the C. & I. W. depot, 2 freight cars, the hotel, a blacksmith's shop and several homes burned. The elvtr. loss alone is close to \$125,000, as all stocks of grain and lumber were completely consumed.

La Rose, Ill.—The elvtr. of Davis Bros. & Stevenson, located on the C. & A., containing 10,000 bus. of oats and 1,500 bus. of wheat, burned Aug. 26. The loss on the grain is covered by insurance, but the loss on the building is only partially covered. A barn across the alley caught fire and the flames spread to the elvtr. which was of cribbed construction, covered with iron. It will be rebuilt at once.

Table Grove, Ill.—We are building a 31,000-bu. reinforced concrete elvtr. on the C. B. & Q. R. R. It will be equipped with Richardson Automatic Scale, Howe 10-ton Truck Scale, 2 sets of legs and Globe Combination Truck and Wagon Dump. Electric power will be used and the building will be 28 ft. square and 112 ft. high. At present the slip forms are about 40 ft. up. The man killed here while at work was foreman for the contractors.—Table Grove Co-op. Co.

CHICAGO NOTES.

L. N. Husted, a member of the Board of Trade, died recently.

Geo. Harsh, of St. Louis, has applied for membership in the Board of Trade.

New members of the Board of Trade are: Wm. J. Farrell, Silas H. Smith, Thos. Gadsden, Harry L. Arnold, Wm. J. Klosterman and Frank A. Losee.

The following memberships in the Board of Trade have been posted for transfer: Edw. H. Hough, Harry A. Morey, Alan W. Morton, Lewis J. Bowman, Frank J. Kitchell and F. A. Stockwell.

I have moved my headquarters from Rantoul, Ill., to the Transportation Bldg. in this city. Have sold my elvtr. at Dillsburg but still own the one at Block.—James S. Coon, J. S. Coon Grain Co., formerly operating at Rantoul as Coon Bros.

George J. Le Beau, who has been actively engaged in handling the oats department of the Bartlett-Frazier Co., opened an office Sept. 7 in the Postal Telegraph Bldg. and will engage in the oat shipping business on his own account, operating as George J. Le Beau & Co.

"Andy" Dresden, for more than 35 years a familiar figure around the Board of Trade, died Sept. 3 as the result of an operation. For many years "Andy" had been operator of the "one floor" elvtr. on the exchange and was well known to all the traders, who delighted in his quaint reminiscences of the days of "Old Hutch" and other famous operators.

INDIANA

Anderson, Ind.—The Union Grain & Feed Co. will build a \$500 addition to its plant.

Indianapolis, Ind.—The Farmers Terminal Grain & Feed Co. is now operating the Bel Elvtr.

Monroeville, Ind.—Niezer & Co., of Ft. Wayne, have sold their elvtr. to the Equity Union Exchange.

Jasper, Ind.—Victoria Mill & Elvtr. Co. incorporated for \$15,000 by J. Burger, L. Stemble and J. G. Welp.

Quinn Siding (Walkerton p. o.), Ind.—B. I. Holser & Co. have added storage room at an expense of \$4,000.

Hobbs, Ind.—We are building an 80x18 ft. cement coal bin in connection with our elvtr.—C. Cunningham, Tipton.

Montpelier, Ind.—The Harrison Township Farmers Ass'n will buy the elvtr. here and form a company to operate it.

Farmers (Carthage p. o.), Ind.—The Hungate Elvtr. Co., a farmers company, has bot the elvtr. of Theo. Reed & Son.

Jasper, Ind.—The Victoria Mill & Elvtr. Co. incorporated for \$15,000 by Jacob Berger, Jr., Leopold Stemble and J. G. Welp.

Williamsport, Ind.—The office of the Williamsport Grain Co. was entered by burglars recently and \$47 was taken from the cash drawer.

Winamac, Ind.—The Co-op. Elvtr. Co. has put a 60x30 ft. basement under its feed warehouse and will use it for storage wareroom. It has also reinforced its oats and corn storage bins by putting steel beams around them.

Troy, Ind.—A. P. Baker, for the past 5 years connected with Peter Baker & Sons at this market, has gone to Evansville to take care of the flour trade of his company.

Bedford, Ind.—G. F. Brewer of the Brewer Milling Co., Freeland, has bot the feed store of H. E. Pittman and will operate it. Mr. Pittman is retiring on account of ill health.

Darlington, Ind.—The Farmers Grain & Seed Co. is remodeling its elvtr. and added 1 Bauer Feed Mill, 1 Alfree 3 pair high roller mill, a No. 8 Bowsher Crusher and a 75-h.p. Westinghouse Motor.

Lagro, Ind.—The elvtr. of the Lagro Milling Co. burned at 2 a. m., Aug. 31, with a loss of \$20,000. The elvtr. was of frame construction and L. M. Props was the principal owner. The loss is partially covered by insurance.

Linnsburg, Ind.—The safe in the office of the elvtr. of the Myers Bros. Grain Co. was opened by burglars recently and \$6,000 in notes, bonds, checks, etc., as well as \$60 in cash was taken. As yet the robbers have not been apprehended.

Huntingburg, Ind.—Our elvtr. and feed warehouse has been completed. The elvtr. is a concrete tank 92 ft. high and 32x16 ft., with a capacity of 25,000 bus. The brick warehouse is 110x32x16 ft.—R. D. Wallace, Wallace Milling Co.

Union City, Ind.—We are changing the name of our firm from the Western Ohio Grain & Milling Co. to the Landman Milling Co. and are opening general offices in this city. Our mill and elvtr., however, will be located at St. Henry, O.—H. E. Landman, pres.

IOWA

Bolan, Ia.—Mullen & Doughan are repairing their elvtr.

Glidden, Ia.—The Farmers Elvtr. Co. has let contract for a new elvtr.

Coulter, Ia.—Thorwald Jensen is now mgr. for the Farmers Elvtr. Co.

Armstrong, Ia.—T. R. Hanifan is now mgr. for the Farmers Elvtr. Co.

Ayrshire, Ia.—New coal sheds are being built by the Farmers Elvtr. Co.

Emmettsburg, Ia.—The Farmers Co-op. Elvtr. Co. has installed a new dump.

Dickens, Ia.—C. M. Varney is covering his elvtr. with waterproof concrete.

Rudd, Ia.—The Hunting Elvtr. Co. is building a flour and feed warehouse.

Wesley, Ia.—The Kunze Grain Co. will install electricity in its elvtr. this fall.

Dike, Ia.—M. Haak is now mgr. for the Independent Grain & Lumber Co. here.

Maxwell, Ia.—The Farmers Grain Co. has been dissolved by vote of the stockholders.

Ladora, Ia.—The new 30,000-bu. elvtr. of the Ladora Grain Co. has been completed.

Ruthven, Ia.—The Farmers Elvtr. Co. contemplates the erection of a large elvtr.

Flugstad (Duncombe p. o.), Ia.—Hugh Nairn is now mgr. for the Farmers Grain Co.

Latimer, Ia.—J. M. Sorenson is no longer mgr. of the Farmers Grain Co. at this station.

Beebeetown (Logan p. o.), Ia.—The Farmers Co-op. Elvtr. Co., incorporated for \$25,000.

Sioux City, Ia.—R. C. Jones is mgr. for the Nye-Schneider-Fowler Co. at this market.

Mondamin, Ia.—W. Mayer has succeeded O. C. Beaman as mgr. for the Farmers Co-op. Co.

Britt, Ia.—The Cargill Commission Co. has opened an office here in charge of E. T. Lyons.

Buck Grove, Ia.—H. C. Scott has bot back the elvtr. he sold to T. C. Scott a year ago.

Cummings, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of the Clark Brown Grain Co.

Lawn Hill, Ia.—Dwight Terrill has succeeded Roland Green as mgr. for the Lawn Hill Grain Co.

Badger, Ia.—J. H. Cowan is now mgr. of the Farmers Elvtr. Co., having succeeded T. A. Pfund.

Dougherty, Ia.—Chris Adams is now mgr. for the Independent Grain & Lumber Co. at this station.

Guthrie Center, Ia.—The Farmers Elvtr. Co. has been organized here with a capital stock of \$50,000.

Whittemore, Ia.—C. C. Greene, for the last 10 years mgr. for the Whittemore Elvtr. Co., has resigned and will go to Iowa Falls, Oct. 1, to become mgr. for the Farmers Co-op. Elvtr. Co. at that point.

Alden, Ia.—The Farmers Elevtr. Co. has voted to increase its capital stock from \$15,000 to \$50,000.

Kennedy, Ia.—L. D. Replogle is mgr. of the elevtr. recently bot by the new farmers' organization.

Casey, Ia.—The Farmers Elevtr. Co. has been organized at this station with a capital stock of \$30,000.

Birmingham, Ia.—James M. Brown, former mgr. for the Farmers Union, is now located at Stockport.—X.

Whittemore, Ia.—I am now in possession of the elevtr. I recently bot of L. H. Wegener.—O. J. Kaschmitter.

Sumner, Ia.—The Farmers Co-op. Co. has let contract for a concrete elevtr. and a flour and feed warehouse.

Irvington, Ia.—The Farmers Elevtr. Co. is remodeling its elevtr. and will add storage room for flour and feed.

Goodell, Ia.—The recently organized Farmers Elevtr. Co. bot the elevtr. of E. H. Farley and took immediate possession.

Cartersville, Ia.—The office and elevtr. of the Cartersville Supply Co. have been repaired and put in first class condition.

Huntington, Ia.—P. H. Graves, who operates an elevtr. here, has leased the elevtr. of the Maple Hill Merc. Co. at Maple Hill, Ia.

Maple Hill, Ia.—The Maple Hill Merc. Co. has leased its elevtr. to P. H. Graves, who operates an elevtr. at Huntington, Ia.

Kennedy, Ia.—The recently organized Farmers Elevtr. Co. has bot the elevtr. of the Palmer Grain Co. and is now in possession.

Irvington, Ia.—The Farmers Co-op. Ass'n has started work on a bungalow which is to be used as the home of the Ass'n mgr.

Defiance, Ia.—Mail addressed to H. C. Emms, former mgr. of Defiance Grain Co., is returned, marked "Removed; address unknown."

Rossie, Ia.—C. Young, formerly ass't mgr. for the Farmers Elevtr. Co. at Gilmore City, is now mgr. for the Farmers Elevtr. Co. here.

Badger, Ia.—I am at present mgr. for the Quaker Oats Co. at this point.—V. V. Kohl, formerly mgr. for same company at Ware.

Prescott, Ia.—The Farmers Co-op. Exchange has been incorporated for \$10,000 by W. E. Wood, James Krisinger and W. D. Kruse.

Ware, Ia.—V. V. Kuhl, former mgr. for the Quaker Oats Co. here, is now located at Badger, Ia.—G. Brandsma, mgr., Quaker Oats Co.

Orange City, Ia.—D. Vanderberg is now mgr. for the Farmers Elevtr. Co. He was formerly mgr. for the Farmers Elevtr. Co. at Maurice.

Hurley, Ia.—Henry Hinrichs is now mgr. for the Farmers Co-op. Society which is building a house for him on a lot adjacent to the elevtr.

Gibson, Ia.—The Gibson Farmers Elevtr. Co. incorporated, \$25,000, by Henry Martin, L. E. Allison, E. Horton, W. E. Soultz and S. A. Vail.

Lester, Ia.—We have been figuring on installing a drier but do not think we will get to it this year.—F. W. Goettsch, mgr., Farmers Elevtr. Co.

Sioux City, Ia.—W. H. Merriott, traffic mgr. for the Terminal Grain Corporation, was formerly with the Flanley Grain Co. at Omaha, Neb.

Correctionville, Ia.—Farmers of the Correctionville Community Club discussed the erection of a farmers' elevtr. No definite action was taken.

Cylinder, Ia.—The Farmers Elevtr. Co. has voted to form a new company on the co-op. basis when its present charter expires in November.

Bradgate, Ia.—We will install a 10-ton truck scale, move our office and make minor improvements all round.—J. Logan, mgr., Quaker Oats Co.

Slifer, Ia.—I have resigned as mgr. for the Farmers Elevtr. Co. here and am now mgr. for the Farmers Elevtr. Co. at Jolley.—Chas. E. Strong.

Morrison, Ia.—The Farmers Co-op. Elevtr. Co. has bot the elevtr. of P. R. Frazier for \$18,000. The new company will not take possession until Oct. 1.

St. Ansgar, Ia.—The St. Ansgar Lumber & Grain Co. is repairing its elevtr. New sills have been put under the house, the doors rehung and many other improvements have been made. A new dump and a motor will be installed this fall.

Rolfe, Ia.—The Charlton-Larson Grain Co. has remodeled and raised its office building so that a 10-ton truck scale and dump can be installed.

Winterset, Ia.—The Hylton-Wilson Grain Co. has been out of business here for a number of months. Callison & Schoenenberger have succeeded them.

Orchard, Ia.—Ed. Hoel, formerly ass't mgr. for the Co-op. Grain & Supply Co. of Osage, has succeeded O. H. Breisie as mgr. for the Farmers Supply Co. here.

Forest City, Ia.—The Farmers Elevtr. Co. will repair the pit of its elevtr. and put in a new pan. D. F. Hoag & Co. have the contract for the repair work.

Lake City, Ia.—E. E. Wentz, of Radcliff, has bot the elevtr. of L. J. Mighell at this station. Mr. Mighell only recently bot the house from the Uppike Grain Co.

Wayne Sta. (R. F. D. Olds), Ia.—Farmers are organizing a company here and will build an elevtr. on the C. B. & Q. R. R. which has already given them a site.

Spencer, Ia.—The Farmers Elevtr. Co. is building a concrete flour and feed warehouse, 26x32x14 ft. with a concrete slab roof. It is to be completed Sept. 15.

Bridgewater, Ia.—The recently organized Farmers Co-op. Co. has bot the elevtr. of John McDermott and will take possession this month. The price was \$55,000.

Plymouth, Ia.—The Farmers Elevtr. Co. has built a 300-ton coal shed and warehouse for flour and feed. It is of frame construction covered with sheet metal.

Chillicothe, Ia.—The new elevtr. of the Lamis & Hoose Co. of Eddyville, at this point, has been completed and is now in operation under the management of R. H. Lamis.

Joice, Ia.—A new concrete block engine house and feed warehouse has been completed by the Farmers Incorporated Co-op. Society. A new Fairbanks engine has been installed.

Rockwell City, Ia.—Requa Bros. of Chicago are opening a branch office here. W. E. Chinn, former mgr. of Farmers Elevtr. Co. at Dawson, will be placed in charge of the office.

Rolfe, Ia.—The Rolfe Grain & Milling Co. is building a new warehouse with a capacity for 120 tons of feed, etc. It has also installed an attrition mill and a 10-ton truck scale.

Sioux City, Ia.—Ralph Soule, who has been representing the McCaull-Dinsmore Co. at Billings, Mont., for the past 2 years, is now office mgr. for the Woodward Newhouse Co., of Minneapolis, at this market.

Highview, Ia.—The Farmers Elevtr. Co. has sold one of its elevtrs. which has been wrecked. The company has just completed a \$1,200 flour and feed warehouse of frame construction with asbestos roof and concrete floor.

Odebolt, Ia.—Tom Berryman will succeed J. E. Miller of Iowa Falls as our representative in Iowa. Mr. Miller having resigned to go into business for himself.—John H. Herron, sec'y-treas., Elmore-Schultz Grain Co., St. Louis, Mo.

Blencoe, Ia.—Our new 24x60 ft. warehouse is rat and mice proof and is strictly up-to-date in every way. A lifting hoist loading platform runs all around the building which has good trackage.—Farmers Elevtr. Co., Chas. Barnes, mgr.

Payne, Ia.—F. C. Mead & Co. recently sold their elevtr. to the Nishna Valley Seed & Grain Co., Good Bros., props., of Harrisburg.—J. B. Howard, mgr., Nishna Valley Seed & Grain Co. (The company now own 2 elevtrs. at this station.)

Des Moines, Ia.—L. E. West has succeeded V. S. Beall with the Hawkeye Com's'n Co. He was formerly with the Mid West Consumers Co. Mr. Beall has opened an office in the Youngerman Bldg. and will do business on his own account.

Atlantic City, Ia.—Abe Rothschild, of the Rothschild Grain Co., of Omaha, Neb., and this city, retired from active business Sept. 1 after 33 years of continuous service. He has disposed of all his holdings in the company and will move to Davenport, his former home, to stay.

Gladsbrook, Ia.—The new elevtr. of the Farmers Elevtr. Co., now under construction, will be 86 ft. in height and will have a capacity of 24,400 bus. The company is also building a coal pocket 180 ft. long with a capacity of 650 tons of coal. Power shovels operated by a 5-h.p. motor will be used.

Farmer, (Waterloo p. o.), Ia.—We have sold our elevtr., coal and general merchandise business to the Farmers Elevtr. Co. We still own the creamery but will soon sell that.—Wm. Smith, successors to Kiefer, Smith & Co.

Rock Rapids, Ia.—We will not build a concrete elevtr. this year but expect to next year when we can decide fully on a site for it. We have recently installed an 8-bu. Richardson Automatic Scale.—Farmers Co-op. Exchange.

Havelock, Ia.—We have installed a Trapp Auto Dump in our elevtr. and made other minor improvements. We will build a new office this fall and have completed a new flour and feed house.—C. C. Cole, mgr., Quaker Oats Co.

Iowa Falls, Ia.—Frank Kamberling, for 14 years mgr. for the Farmers Co-op. Elevtr. Co., has resigned and will quit the grain business Oct. 1. C. C. Green, for 10 years with the Whittemore Elevtr. Co. at Whittemore, will succeed him.

Osage, Ia.—The Co-op. Grain & Supply Co. is practically rebuilding the elevtr. it bot last spring from the Merchants Elevtr. Co. It is being resided, new sills have been put in and a new foundation under it. The house has also been painted.

Readlyn, Ia.—The Readlyn Farmers Equity Co. has been incorporated for \$30,000. Besides buying and selling grain and lumber the new company contemplates erection of feed and flour mills. Officers are pres. John Strotzman and sec'y L. C. Warneke.

Modale, Ia.—The total loss on our corn cribs in the fire July 21 amounted to \$5,000 with \$2,400 insurance. We had \$1,800 worth of corn in the cribs. We have not decided as to rebuilding yet. We have installed motors and electric lights in our elevtr. and office.—L. C. Haines, mgr., Modale Elevtr. Co.

Colwell, Ia.—The new 25,000-bu. concrete elevtr. of the Farmers Grain Co. has been completed and the machinery is now being installed. The elevtr. is operated by electricity and a large searchlight has been placed at the top of the building, 97 ft. from the ground. The Newell Constr. Co. had the contract. P. A. Saddler is mgr.

Davenport, Ia.—For the second time in less than 3 weeks, fire was discovered in the plant of the Purity Oats Co. On Aug. 25, a blaze near the separator on the third floor spread along a dust conveyor to the floor above and only hard work and timely discovery saved the building. Fire extinguishers put out the flames and the damage amounted to less than \$500. The previous fire was said to have been due to dust clogging an exhaust pipe.

Atlantic, Ia.—Hereafter all future delivery business formerly handled by Rothschild Grain Co. will be conducted by E. Lowitz & Co., of Chicago, whose office in the Farmers Savings Bank Bldg. is under the management of Dean Mallory. Mr. Mallory has been in charge of the future business of Rothschild Grain Co. for some time. The Rothschild Grain Co. will continue to operate in cash grain and Lowitz & Co. will conduct a private wire.

Reeve (Hampton p. o.), Ia.—The elevtr. of the Farmers Elevtr. Co. and two cars burned at noon, Aug. 26. Enos Price, mgr. of the elevtr., had gone to the county fair and Geo. W. Selix, pres. of the company, was in charge. Mr. Selix had some difficulty in getting the gasoline engine started and soon after it was running there was an explosion, setting fire to the engine room which adjoined the elevtr. In a few moments the elevtr., which was full of oats, was a mass of flames as was the new \$400 supply shed just completed by the company. The loss on the building is \$7,000 and on the grain \$8,000, making a total of \$15,000. It is estimated that there were 10,000 bus. of oats on hand.

Princeton, Ia.—C. E. Sanders, mgr. of the Merchants Elevtr. Co., was recently arrested charged with the alleged embezzlement of \$2,031.88. It is said that a shortage of \$16,000 has been found but the company is not yet able to say how much of it is due directly to Mr. Sanders' alleged manipulations. It is also claimed that while he was mgr. of the company he ran a hardware store and did a general contracting business on his own account. The nature of the losses sustained by the company is said to be failure to account for funds paid to the elevtr. company for merchandise. It is claimed that Sanders not only used the funds of the company for his own benefit, but secured large quantities of lumber and supplies from the elevtr. company and used them in his contracting business which he is said to have conducted as a side line.

Oyens, Ia.—Nicholas Freymann, for 45 years a resident of this vicinity, died Aug. 28, at the age of 66 at his home in Le Mars. He came to this city in 1876 and was immediately employed in the old Gehlen Mills, which was the only grain handling firm for miles around. In 1892 he bot grain for the Gehlens Mills at Oyens and stayed until that company went out of business. He then became grain buyer for the Plymouth Milling Co. and remained with them until 1915, when he retired from active business.

KANSAS

DeSoto, Kan.—The DeSoto Elvtr. Co. is out of business.—X.

Emmett, Kan.—I am now mgr. for the Farmers Union.—Jno. F. Holligan.

Wichita, Kan.—A. W. Steen has been admitted to membership in the Board of Trade.

Paxico, Kan.—I am now located at this station.—Jas. H. Dougan, formerly at Harveyville.

Hanston, Kan.—The Farmers Co-op. Grain & Supply Co. has succeeded the Farmers Grain & Supply Co.

Paola, Kan.—Alex Hamlin has sold his stock in the Paola Mill & Elvtr. Co. and retired from the grain business.

Mound Valley, Kan.—The Farmers Union has completed its new 10,000-bu. elvtr. and will begin operations at once.

Norton, Kan.—The plant of the Peerless Flour Mills Co. has been thoroly overhauled and new machinery installed.

Farmington, Kan.—J. R. Bradley has traded his farm to E. H. McCabe for the latter's elvtr., store and warehouse property.

Coats, Kan.—The Farmers Elvtr. Co. is planning to build a tile elvtr. at an early date.—Pratt Equity Exchange, Pratt.

Wichita, Kan.—Our main office is in this city but we opened a branch at Enid, Okla., Aug. 16.—P. Miller, mgr., Miller Grain Co.

Atwood, Kan.—I have just completed my new 20,000-bu. elvtr. and it is now in operation. I use electric power.—C. W. Miner.

Uniontown, Kan.—The Konantz Lumber & Grain Co. incorporated for \$25,000 by A. V., C. H. and Chas. Konantz, of Ft. Scott.

Potter, Kan.—I have no connection with the Potter Grain Co., Inc. I sold my elvtr. to them and have retired.—James Robinson.

DeSoto, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., has succeeded the DeSoto Elvtr. Co.—DeSoto Milling Co.

Chetopa, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., is interesting the farmers in a \$10,000 elvtr. proposition.

Satanta, Kan.—F. A. Sovereign, grain buyer at this market, has filed a voluntary petition in bankruptcy. Paul J. Wahl is referee.

Montezuma, Kan.—Merle C. Ward, who recently bot an elvtr. here, was formerly mgr. for the Larmar Flour Mills Co. at Spearville.

Manhattan, Kan.—An elvtr. of Dan Casement, who has a large farm near here, burned recently. It contained \$4,000 worth of wheat.

Geneseo, Kan.—The Geneseo Grain Co. is remodeling its elvtr., adding two new bins of 2,000 bus. capacity each. M. Shellenbarger is mgr.

Scranton, Kan.—Frank Gilday is now mgr. of the Farmers Co-op. Elvtr. Co. A new Richardson Auto Scale has just been installed in the elvtr.

Newton, Kan.—The new concrete and steel office of the Goerz Flour Mills Co. has been completed and the company is now occupying it.

Colby, Kan.—John Forristel was in charge of the Wright-Wilson Grain Co.'s office here. I relieved him some few weeks ago.—Frank O. Taylor.

Pretty Prairie, Kan.—The Pretty Prairie Co-op. Grain Co. has bot the elvtr. of the Young Grain Co. C. L. Davenport is mgr.—S. E. Young.

Neodesha, Kan.—The Land Milling Co. has completed a 25,000-bu. frame, ironclad elvtr. adjacent to its plant. The elvtr. is operated by electricity.

Talmage, Kan.—The Kansas Flour Mills will install a new Globe Dump at this station as soon as labor can be obtained to do the work.—James Borin.

Stockton, Kan.—Hammond & Edwards are building a new elvtr. here. We are building an 18x22 ft. feed warehouse.—Farmers Union Merc. & Shipping Ass'n.

Blackstone (Caldwell p. o.), Kan.—The elvtr. of the New Era Milling Co. was recently struck by lightning and burned. It contained 8,000 bus. of wheat which were a total loss.

Great Bend, Kan.—The Farmers Grain & Supply Co. has bot the elvtr. and mill of the Ellinwood Mill & Elvtr. Co. for \$70,000. P. B. Kimppler was formerly mgr. of the plant.

Montezuma, Kan.—The Ward Bros. Grain Co. has bot the elvtr. of J. H. Hillver at this station and M. C. Ward is mgr. The company also own and operate an elvtr. at Pierceville.

Wilson, Kan.—I have raised the top of my elvtr. 6 ft. and have repaired and overhauled it, installing new legs, boot and spouting, new scale, auto dump and manlift.—B. W. Kyner.

Morrowville, Kan.—I am out of the grain business and am now interested in insurance.—H. A. Pepple, formerly on the road for McKee, Lindley & Dunn Grain Co., of St. Joseph, Mo.

Troy, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., has bot the elvtr. here and will build 5,000 bus. additional storage in the near future. Farmers are interested with the company in the matter.

Ellsworth, Kan.—The H. D. Lee Flour Mills Co. is building a 600-bbl. flour mill here and the Weber Flour Mills are building a 1,000-bbl. mill. Both firms are from Salina.—L. A. Daniels, mgr., Ellsworth Co. Farmers Co-op. Union.

Lyons, Kan.—The hopper bottoms for the concrete elvtr. tanks of the Central Kansas Mill Co. are now being put in place but the pouring of the concrete on the tanks will not be resumed until all of the bottoms have been placed.

Sylvia, Kan.—I have entered into a partnership with C. G. Hopkins under the firm name of the Hopkins-McKibben Grain Co. and we will operate here. I resigned as mgr. for the Farmers Grain Co. at Lambert and Yewed, Okla.—E. W. McKibbin.

Aiden, Kan.—The Consolidated Flour Mills Co. has not bot an elvtr. at this station that I know of, contrary to all reports. The Kansas Flour Mills Co. and our elvtr. are the only ones here.—W. E. Davis, mgr., Farmers Co-op. Grain, Milling & Merc. Co.

Great Bend, Kan.—Three firms will open offices at this market. Roy Patrick will deal in cash grain; the Kemper Grain Co. has opened an office under the management of M. Lindberg, and it is reported that an office for Logan Bros. Grain Co. will be ready in a few days.

Clyde, Kan.—The Liberty Milling, Elvtr. & Ice Co., Manhattan, incorporated for \$500,000, has been granted an elvtr. site by the C. R. I. & P. Ry. Co. and will build an elvtr., cold storage plant and icehouse. The company also plans to build elvtrs. at Cleburne, Marysville and Belleville.

Arnold, Kan.—The Farmers Co-op. Ass'n is building a 10,000-bu. frame studded, ironclad elvtr. with a concrete power house attached. The elvtr. roof is of composite roofing material. The equipment includes cleaner, manlift, Fairbanks Auto Scale and Fairbanks 10-ton Truck and Wagon Dump. The house is to be completed Sept. 20.—R.

Seneca, Kan.—We do not know of any elvtr. being built here or in this vicinity by W. C. Gilmore, as reported, in fact we do not know of any man of that name in the grain business at all. There are 2 elvtrs. here, that of Henry Nolte and ours. We have let the contract for a new house also.—E. J. Dignan, mgr., Farmers Union Co.

McPherson, Kan.—We have let contracts for a 2,000-bbl. flour mill. The elvtr. capacity will be around 500,000 bus. The contract for the building has been let to the Jones-Hettelsater Constr. Co. R. A. Goerz is at the head of this new concern, and no doubt it will be consolidated with our present mill at Newton.—W. M. Corby, Goerz Flour Mills Co., Newton.

Seward, Kan.—The Kansas Elvtr. & Grain Co. are out of business.—X.

Lebo, Kan.—We have organized under the name of the Grangers Co-op. Ass'n and will do a general grain, feed, flour and coal business. At present we are using a portable elvtr. and steel tanks. Will build a cement elvtr. as soon as the R. R. Co. gets our spur track built. We are building on our own land. James Jones is mgr. for the Associated Mill & Elvtr. Co. at this station.—A. Carr, mgr., Grange Co-op. Ass'n.

Topeka, Kan.—The United Elvtrs. Co., a Kansas corporation, has recently purchased the business and good will of the Bennett Commission Co. The new company owns and operates a line of country elvtrs. in the heart of the Kansas wheat belt and is steadily acquiring more. The company expects to increase its capital stock at its next annual meeting, for the purpose of building a terminal elvtr. and further widening its field of action.

Metcalf, Kan.—The contents of our elvtr., destroyed by fire caused by lightning, July 19, was fully covered by insurance. The building was an old one and was insured for as large a percentage as the Mutual companies will carry on buildings of this type and condition. Prompt settlement of the insurance was made. It is planned to rebuild the elvtr. a bit later but definite action has not been decided on and we do not know when we will start to rebuild or what style of construction we shall use.—W. A. Applegate, mgr., Caldwell Milling Co., Caldwell.

KENTUCKY

Paris, Ky.—Catesby W. Spears, of E. F. Spears & Son, was married to Miss Sallie C. Lockhart, Sept. 2.

MARYLAND

Myersville, Md.—The Farmers Mutual Exchange has decided to install a complete flour mill equipment in its elvtr. The mill will not be purchased, however, before the holidays.

BALTIMORE LETTER.

John J. Frederick, mgr. of the Barnes Jackson Co. at this market, has applied for membership in the Chamber of Commerce.

Robert H. Cooper has been admitted to membership in the Chamber of Commerce and the membership of H. S. Belt has been transferred.

"Fair" insurance values on grain in export elvtrs. in this city have been fixed by the traffic com'te of the Chamber of Commerce as follows: Wheat on a basis of \$2.90 a bu.; corn, \$1.90; rye, \$2.30; barley, \$1.75, and oats, 90c.

We have formed a co-partnership under the firm name of Geo. F. Morrison & Co., to continue the business of hay and grain receivers and distributors, succeeding Burton, Runge & Morrison, Inc. Our offices are on So. Calvert St.—Geo. E. Morrison and Herman Runge.

Beginning as a messenger boy in the grain elvtr. department of the Baltimore & Ohio Ry. Co. in 1872, Thos. H. Seal reached a high goal when he was recently appointed supt. of elvtrs. for the road. For the last few years he has been agt. for the company at its elvtrs. in this city.

H. DeWitt Irwin, who has been a vice-pres. with the Grain Corporation since its organization, has formed the Barnes-Irwin Co. with Julius Barnes and offices were opened at this market Aug. 23. Mr. Irwin was in the grain business for 28 years before taking up Uncle Sam's work and is keenly interested in it still.

MICHIGAN

Springport, Mich.—The elvtr. of the Springport Elvtr. Co. is closed for the present.

Hartford, Mich.—The Hartford Gleaners Co-op. Elvtr. Co. has increased its capital stock from \$50,000 to \$60,000.

Fenton, Mich.—The Judson Michigan Bean Co. has discontinued its office here. The headquarters are in Detroit.

Portland, Mich.—It is reported that the Gleaners Clearing House Ass'n will buy the elvtr. of the Lewellyn Bean Co. at this point.

Colon, Mich.—The Colon Elvtr. Ass'n has been formed here to build an elvtr. and warehouse. The capital stock is placed at \$10,000.

Harbor Beach, Mich.—The Farmers Co-op. Elvtr. Co. recently bot our elvtr. at this station and we do not operate here at present.—A. L. Riedel, sec'y-treas., Michigan Bean Co.

Edmund Wilkes Structural Engineer

Grain Elevators Plans and Specifications
Mill Buildings Valuations
Warehouses Estimates

706 Mutual Bldg., Kansas City, Mo.

Grand Rapids, Mich.—The United Marketing Co., Carl Renler and Clyde Dennis partners, has bot the 40 elvtrs. and warehouses of the Loveland & Hinyan Co. The company handles more potatoes than any other produce.

Owosso, Mich.—We are not very actively engaged in the grain business, devoting most of our time to hay. We only operate one small elvtr. and practically all of the grain we buy is disposed of locally.—The Albert Todd Co.

Croswell, Mich.—The Sanilac Farm Buro has taken over the Sandusky Grain Co. and is now operating the plant with F. A. Bickle, of Sandusky, as mgr. Mr. Bickle succeeded Wm. Congdon who was mgr. for the old firm for 15 years.

Grand Rapids, Mich.—E. L. Wellman has appealed from the judgment of the U. S. Circuit Court of Appeals at Cincinnati, for only \$1.48 damages for error and delay in the delivery of a message by the Western Union Telegraph Co.

Jackson, Mich.—Because of the resignation of J. N. McAllister as pres. of our ass'n, at a meeting held here Aug. 25 the following officers were elected for the ensuing year: Pres., S. O. Downer, Birch Run; 1st vice-pres., Jay Baldwin, Marine City; 2d vice-pres., Ray Thomas, Bad Axe; treas., Harry Northway, Owosso; and myself, sec'y.—J. C. Graham, sec'y, Michigan Hay & Grain Ass'n.

DETROIT LETTER.

The Burdick-Thomas Co. went into the hands of a receiver Aug. 25.

Since the Pennsylvania R. R. Co. wrecked the Union Elvtr. grain men here are of the opinion that they are heavily handicapped by lack of elvtr. facilities.

Dumont, Roberts & Co. will build a 250,000-bu. elvtr. here next spring but as yet have made no definite plans as to design, etc. The firm bot a site some time ago but is not satisfied with it and will probably buy another when ready to build.

MINNESOTA

Hayfield, Minn.—Louis Doucet is now our mgr.—Farmers Elvtr. Co.

Hampton, Minn.—Mathas Andres is now mgr. for the Farmers Elvtr. Co.

Wauban, Minn.—The Wauban Elvtr. Co. is building an addition to its elvtr.

Waseca, Minn.—The Farmers Elvtr. Co. has decided to increase its capital stock.

Sedan, Minn.—The Sedan Elvtr. Co. has been organized with a capital stock of \$25,000.

Dumont, Minn.—The Farmers Co-op. Elvtr. Co. has been organized at this station.

Armstrong, Minn.—The Armstrong Shipping Ass'n is building a flour and feed warehouse.

Holland, Minn.—C. W. Reikow has succeeded Paul Reikow as mgr. for the Farmers Co-op. Ass'n.

Watson, Minn.—Martin Hanson, of Wheaton, has bot the elvtr. of A. A. Mostu at this station.

Guckeen, Minn.—I have succeeded Thos. Gray as mgr. for the Farmers Elvtr. Co.—A. J. Swanson.

Renville, Minn.—The M. W. Pierce Grain Co. has bot the elvtr. of the Gt. Western Grain Co. at this station.

Grand Meadows, Minn.—Ed. Haugen has succeeded Theo. Bratrud and is now mgr. for the Farmers Elvtr. Co.

Stillwater, Minn.—The Anderson Yards Co. will build a mill and elvtr. Excavation for the foundation has been made.

Brushvale, Minn.—F. H. Stoeger has bot the local elvtr. and will repair it at once, opening in time to handle the new crop.

Fairmont, Minn.—The Cargill Commission Co., of Minneapolis, has opened a branch office here with Paul H. Limberg in charge.

Cannon Falls, Minn.—The Farmers Elvtr. Co. has repaired the pits in its elvtr., fixed up the driveway and overhauled the scales.

Hadley, Minn.—A new office building has just been completed by the Farmers Elvtr. Co. It has an engine room in the basement.

Pine Island, Minn.—The Farmers Elvtr. Co. has painted the elvtr., warehouse and other buildings with a creosoting black paint.

Shakopee, Minn.—Shane Bros. & Wilson Co. have completed the new addition to their elvtr. and now have a storage capacity of 30,000 bus.

Park Rapids, Minn.—The Farmers Exchange has taken over the elvtr. it recently bot and is now operating it with K. B. Wilson as mgr.

Belview, Minn.—C. W. Kellogg is mgr. for the Farmers Co-op. Ass'n, which has succeeded the old Farmers Grain & Fuel Co. of which L. B. Selievoid was mgr.

Lynd, Minn.—Chas. N. McDonald, formerly mgr. of the Farmers Elvtr. Co. of Ordway, S. D., is now mgr. for the Farmers Elvtr. Co. at this point.

Atwater, Minn.—H. J. Perra, formerly mgr. for the Farmers Elvtr. Co. at Waverly, has succeeded Mr. Swanson as mgr. for the Farmers Elvtr. Co. here.

Emmons, Minn.—The Farmers Shipping Ass'n is now operating on a co-op. basis. A new motor will be installed in the elvtr. to replace the gasoline power now in use.

Mantorville, Minn.—Wm. Saller, mgr. of the Farmers Elvtr. & Merc. Co. for the last 20 years, is making an effort to retire but the company so far have refused to consider his resignation.

Dunnell, Minn.—The Farmers Co-op. Elvtr. Co. has completed its organization and has a capital stock of \$25,000. The company bot the elvtr. of the Hubbard & Palmer Co. at this station some time ago.

East Grand Forks, Minn.—The new elvtr. of the Farmers Co-op. Elvtr. Co., replacing the house burned Mar. 24, has been completed and is now in operation. It has a capacity of 40,000 bus. and is divided into 20 bins.

Ortonville, Minn.—The Cargill Commission Co., of Minneapolis, is operating the elvtr. of the North Star Boat Line this year, instead of J. P. Bauer, the former lessee.—F. W. Sanborn, sec'y, Ortonville Elvtr. & Milling Co.

Porter, Minn.—The Porter Farmers Co-op. Elvtr. Co. has succeeded the Farmers Grain & Supply Co., being a reorganization of the old company on a co-op. basis. It is under the same management.—J. Williams, mgr.

Pipestone, Minn.—Bert Milligan, who has succeeded H. M. Parker as traveling representative for the Farmers Elvtrs. Commission Co., has moved to this city from Westbrook so that he will be more centrally located as to his territory.

LeRoy, Minn.—The Farmers Co-op. Grain & L. S. Co. has bot the elvtr. of the Hunting Elvtr. Co. here for \$10,000. The building has been remodeled and a new gasoline engine installed for the present. The company hopes to be able to get electric power some time this fall.

Freeport, Minn.—The fire in my elvtr., July 31, started about 2 a. m. I had no insurance. There was about 1,800 bus. of rye in the building which gave me a net loss of about \$2,000. I figure the loss on the building, scales, machinery, etc., at about \$5,000, making a total loss of \$7,000. I will not rebuild.—M. Hoeschen.

Lake City, Minn.—We have installed a new outside coal scale and will handle in future, besides all kinds of grain, feed and coal. We are also repairing the elvtr. T. E. Ibberson is doing the work. I am from Morden, Man., and have had 16 years' experience in grain buying.—C. S. Cardinal, agt., Hunting Elvtr. Co.

Balaton, Minn.—I have succeeded C. H. Johnson as mgr. for the Farmers Co-op. Co. here, Mr. Johnson having gone to Oregon. We have been repairing our elvtr., putting on a new roof, changing the drive to increase our handling capacity, installing new cups, etc. The elvtr. of Rolf & Erickson, which burned in May, will not be rebuilt this year.—H. W. Peterson, mgr.

Renville, Minn.—We have finished tearing down the old coal sheds and warehouse and are replacing them with new ones. The coal sheds will have a capacity of 500 tons and will be equipped with modern machinery and cross conveyors. The warehouse will have an up-to-date flour room as well as rooms for salt, cement, feed and seeds. The T. E. Ibberson Co. has the contract.—A. R. Holsberg, Farmers Elvtr. Co.

DULUTH LETTER.

F. J. Trambly has applied for membership in the Board of Trade.

J. N. McKindley, for many years an operator at this market, is now ass't mgr. for Hallet & Carey Co. at Duluth.

The following memberships have been posted for transfer on the Board of Trade: J. R. Stewart to G. H. Walker, and John R. Washburn to James F. Bell.

G. H. Walker is now in charge of the office of the Gee-Lewis Co. at this market.

No quotations on durum can be made at this market except on bids, offers or sales in lots of 5,000 bus. or more, according to a recent order of the directors of the Board of Trade.

W. S. Moore Grain Co. has opened offices at this market and on Broadway, New York City. The activities of the firm have been suspended during the war owing to the fact that Mr. Moore was vice-pres. and sec'y of the U. S. Grain Corporation and gave all of his time to it, allowing his grain firm to discontinue business.

MINNEAPOLIS LETTER.

Kasota Grain Co. incorporated for \$150,000 by H. D. Gee, C. C. Lewis and B. L. Simons.

The Russell-Miller Mfg. Co. is building a large boiler room and warehouse which when completed will cost \$81,000.

Berkner Grain Co. incorporated for \$15,000 by A. W. Berkner, pres.; A. R. Brown, vice-pres.; and W. P. Brown, sec'y-treas.

The following have bot memberships in the Chamber of Commerce: Edgar R. Barden, Edward H. Conkey and David R. West.

R. E. Tearnse contemplates buying an oat clipper to be installed in the elvtr. of the Sterling Grain Co., of which he is pres.

On Aug. 25 the Concrete Elvtr. Co. advised that it had no further interest in the Chamber of Commerce membership of C. A. Eaton.

A. H. Hanson has applied for a traveling representative's license from the Chamber of Commerce to represent the Godfrey Grain Co.

When H. S. Hughes, for 30 years with the Van Dusen-Harrington Co., resigned, the company presented him with a handsome gold watch as a memento of his service and their esteem. Mr. Hughes will be identified with W. S. McLaughlin in the grain commission business in future.

The following requests for transfer of membership in the Chamber of Commerce have been made: B. F. Benson to Wm. A. Dingham, and the following memberships have been transferred: O. T. Newhouse to B. F. Benson, J. H. Mahoney to H. E. Hughes, and Earle Brown to A. G. Hessburg.

The Hiawatha Grain Co. has completed its organization and will open offices in the Corn Exchange Bldg. where a general grain and mill feed business will be carried on. A. G. Hessburg, for a number of years with the Gould Grain Co., is treas. of the new company. O. L. Haertel, connected with the Frank A. Pierce Co., is also interested.

Our firm was incorporated in 1917 as the Godfrey-Blanchard Co., but on May 1st, 1920, LeRoy D. Godfrey and Rufus J. Godfrey bot the interest of Mr. Blanchard and the name of the corporation was changed to Godfrey Grain Co. We operate branch offices at Sioux City, Ia., and Sioux Falls, S. D. Our paid up capital stock is now \$110,000.—LeRoy D. Godfrey, pres., Godfrey Grain Co.

The McLaughlin Grain Co. has announced its re-entrance into the grain commission business at this market and has secured temporary offices in the Millers & Traders Bank Bldg. but will later be permanently located in the Chamber of Commerce Bldg. Officers are: W. S. McLaughlin, pres.-treas.; H. D. McLaughlin, vice-pres.; K. C. Allen, vice-pres.; H. E. Hughes, sec'y, and E. E. Hunt, ass't sec'y.

MISSOURI

Sarcoxis, Mo.—Henry Sabert is now mgr. for the Farmers Elvtr. Co.

Rushville, Mo.—We have sold our elvtr. here and it is now operated by the A. J. Elvtr. Co. of St. Joseph, Mo.—Northrup Milling Co.

Ewing, Mo.—The Ewing L. S. Ass'n has expanded and is now operating an elvtr. at this point also. The elvtr. company will be incorporated later.

Brunswick, Mo.—Walter S. Owen has sold his interests in the Brunswick Elvtr. Co. to the Farmers Co-op. Elvtr. Co. Mr. Owen will engage in the flour and feed business.

"HAY! Ship Us YOUR GRAIN"
GORDON-WATTS GRAIN CO.
Successors to T. P. Gordon Comm. Co.
ST. JOSEPH MISSOURI

Carthage, Mo.—The McDaniel Grain & Elvtr. Corporation incorporated for \$100,000.

Hartsburg, Mo.—The Farmers Milling & Elvtr. Co. have completed a 5,000-bu. elvtr. and a Midget Mill on the M. K. & T. The plant will be operated by a Diesel Oil Engine.

Syracuse, Mo.—The Producers Grain Co. has succeeded R. J. Ellis. J. H. Rearden, who was formerly associated with Mr. Ellis, is now mgr. for the new firm.—Frank M. Ward, Sedalia.

Centertown, Mo.—The Centertown Farmers Elvtr. Co. has succeeded the W. H. Chambers Elvtr. Co. A. C. Berger, formerly in the grain business at Lupers, is mgr.—Frank M. Ward, Sedalia.

Moberly, Mo.—The plant of the McAfee Milling & Commission Co., containing a large amount of grain, burned recently with a loss of \$50,000. The insurance amounted to \$20,000. It is thought that the plant will be rebuilt at once.

Pearson (New Franklin p. o.), Mo.—The Pearson Elvtr. Co. has let contract to J. D. McClean & Co. for a 25,000-bu. vitrified tile elvtr. equipped with cleaner, sheller, auto and truck dump scales, 15-h.p. oil engine and other necessary machinery.

St. Joseph, Mo.—The Great Western Grain Co. has been having some difficulty in reference to its franchise tax for 1920. The company figured that the tax amounted to \$146.12 but the state tax, which the company paid under protest, was \$210.73. After considerable delay the state treasurer's office notified the company that a mistake had been made and that there was a balance of \$64.61 due the company but that the state could not refund the amount as the error had occurred in the state tax commissioner's office. It suggested that a bill be presented at the next session of legislature for the amount. However, as that would cause a long delay, the grain company finally persuaded the tax commissioner's office to give them credit for that amount on the 1921 franchise tax and so settled the matter.

KANSAS CITY LETTER.

J. B. Tucker, for many years identified with the grain trade and a member of the Board of Trade, died Aug. 26 at the age of 70 years.

We have completed incorporation of our company for \$300,000 paid up capital and now add "Inc." to our firm name.—Dilts & Morgan, Inc.

The Nellis-Witter Grain & Milling Co. has moved from the 6th floor of the Postal Telegraph Bldg. to the 4th.

The Minneapolis wire, discontinued by the Board of Trade for the period of the war, has been restored and Minneapolis quotations are once more on the blackboard.

The following amendment to the rules of the Board of Trade was adopted, Aug. 21, by vote of the members of the Exchange: "All taxes on a sale for future delivery shall be charged to the party for whom the sale is made."

Allan T. Sawyer has been admitted to membership in the Board of Trade and will be employed in the cash grain department of Langenberg Bros. Grain & Hay Co., with which company he has been identified for the past two years. His membership cost \$15,000.

The Wyandotte Elvtr. Co. has organized at this market as a branch of the Southwestern Milling Co. The new company, managed by Wallace C. Bagley, who has been the wheat buyer of the milling company on the Board of Trade for the last 6 years, will operate the 1,000,000-bu. elvtr. now under construction at Kansas City, Kan.

E. L. Betton is now connected with the Frisco Elvtrs. Co., having resigned his position as 1st ass't inspector of the Kansas State Grain Inspection Department, with which he has been identified since 1899. During the years 1911 to 1915 he was connected with the federal government and aided in the formation of the wheat standards act.

The Urdike Grain Co., of Omaha, has opened a cash grain office in connection with its future trading dept. at this market. Frank A. Howard, formerly mgr. of the country grain elvtr. dept. of the company, which was recently discontinued after all the country elvtrs. of the company had been sold, is mgr. of the new office. J. K. Christopher remains mgr. of the future trading dept. Mr. Howard has applied for a treasury membership in the Board of Trade. The new office is in the New England Bldg. Tho all the country elvtrs. of the company were sold, it still has elvtrs. at Omaha and Lincoln, Neb., Council Bluffs and Missouri Valley, Ia., and Milwaukee, Wis.

The directors of the Board of Trade have adopted the following rule since the advance in freight rates: All floor purchases of cash grain or grain products to arrive, subject to the rules of the exchange, and all other cash grain transactions made under the rules of the exchange, shall be on the basis of interstate rates.

The Missouri State Grain Inspection and Weighing Dept. has installed a high precision equipment for testing and maintaining the various trade test weights and hanger weights in correct seal within the Government tolerances. The equipment consists of an office balance of the equal-arm type and a set of Tobin bronze goldplated class "A" master weights of the highest precision. Capacity of the balance is 50 lbs., with a sensibility of a fraction less than 1 grain (437½ grains equals 1 ounce avoirdupois) under full load, that is, 50 lbs. on each pan. This equipment cost about \$1,500 and the Missouri State Grain Weighing Dept. is now as well equipped as any grain weighing department or bureau in the U. S.—Jas. T. Bradshaw, Grain Warehouse Commissioner of Missouri.

ST. LOUIS LETTER.

Guy Williams has applied for membership in the Merchants Exchange.

The finance com'te of the Merchants Exchange has fixed the rate of interest for advances on Bs/L for the month of Sept. at 7%.

Tom Berryman of Odebolt, Ia., will succeed J. E. Miller of Iowa Falls, Ia., as our representative in that state.—John H. Herron, sec'y-treas., Elmore-Schultz Grain Co.

Friends and acquaintances of Martin J. Mullally, pres. of the Mullally Hay & Grain Co., were greatly shocked to learn that Mr. Mullally had shot himself, Sept. 9. He is in a serious condition but every hope is entertained that he will recover. It is said that he has been worrying over the financial situation for some time.

We are indebted to Sec'y Eugene Smith for the 58th annual report of the Merchants Exchange. As usual, the book is a complete and careful compilation of statistics and reports which are of the greatest value to those interested in the lines of trade. A full list of officers for 1920 and also for the previous years, com'tes, and a detailed account of the advantages and facilities of the St. Louis market are also given. The reports of the various departments of the exchange are full of information that is trustworthy and valuable. A complete list of members is also included.

Members of the Merchants Exchange have been notified by Traffic Mgr. Chas. Rippin that they need not give bonds for the payment of freight charges, as required by the railroads when actual delivery of the grain is made to the consignee within 48 hours after arrival. In handling grain at elvtrs. and mills at this market the certificate of the outturn weight is always in the office of the supt. of weighing the next morning and is available to the railroads. After weighing the R. R. Co.'s can present their bills the same day and shippers can pay not later than the following day, holidays excluded.

MONTANA

Montague, Mont.—M. Larson, of Cutbank, is now mgr. for the Greely-Schmidt Elvtr. Co. here.

Culbertson, Mont.—Luke B. Dunn is now mgr. for the Montana & Dakota Elvtr. Co. at this point.

Big Sandy, Mont.—We have leased our elvtr. to the Montana Elvtr. Co.—McNamara & Marlow, Inc.

Coffee Creek, Mont.—A. M. Tordsen is now mgr. for the Farmers Mutual Grain & Supply Co. here.

Billings, Mont.—R. W. Soule, formerly located in the Security Bldg. here, is now at Sioux City, Ia.

Hingham, Mont.—All elvtrs. at this station are open for the season this year.—Farmers Co-op. Elvtr. Co., F. Kraft, mgr.

Wilsall, Mont.—E. F. Moore, of McHenry, N. D., has bot the interest of H. B. Highum in the elvtr. here and is now sole owner.

Whitefish, Mont.—T. C. Hand, who is operating an elvtr. at Kalispell, is making plans to open the elvtr. here with A. D. Priest as buyer.

Chester, Mont.—We have bot the elvtr. of the Equity Exchange and have had it thoroughly overhauled and are now in operation.—F. S. Kingsbury, Chester Grain Co.

Cadmus, Mont.—The Royal Milling Co., of Great Falls, will build an elvtr. here.

Square Butte, Mont.—Chas. Krull and son are now in charge of the elvtr. of the Grain Growers Elvtr. Co., which was recently bot. from the Equity Co-op. Ass'n.

Bowdoin, Mont.—We are wrecking our elvtr. at Whatley (Nashua p. o.), and moving it to this station where C. E. Bird & Co. have the contract for a 40,000-bu. elvtr. for us. Work has been started.—J. B. Myrland, sec'y, Montana & Dakota Grain Co., Minneapolis.

Miles City, Mont.—We have increased our capital stock from \$50,000 to \$100,000 in order to take care of our increased business. We have installed 2 new style "B" Wolfe Sifters and made other improvements and alterations in our plant.—R. P. Findlater, sec'y, Miles City Milling & Elvtr. Co.

Winifred, Mont.—The elvtr. of the Montana Elvtr. Co., formerly owned by the Freeman Grain Co., burned last March and the company is now operating the elvtr. of the Farmers Co-op. Elvtr. Co. as the latter company is now in the hands of a receiver.—J. D. Waldron, Independent elvtr. owner.

Terry, Mont.—Wm. O'Laughlin has made some repairs on his elvtr., enlarging both front and back pits and installing a cleaner. The Occident Elvtr. Co. has extended its driveway and made repairs all thru the elvtr. I. J. Ferguson, formerly agt. for the Eastern Montana Elvtr. Co. at Fallon, is our new mgr.—Columbia Elvtr. Co.

Cut Bank, Mont.—Peter Sothman, for the last 3 years mgr. for the Equity Elvtr. Co., has completely disappeared. On the morning of June 30 the door of the elvtr. was found locked but investigation showed nothing disturbed in the office of the elvtr. The books of the company have been audited and no shortage found. His many friends are worried and anxious over his absence. John Hessler is temporary mgr. for the company.

NEBRASKA

Cortland, Neb.—The Farmers Grain & Elvtr. Co. has been dissolved.

Winslow, Neb.—The Farmers Union Co-op. Co. incorporated for \$100,000.

Culbertson, Neb.—A new dump has been installed by the Bullard Lumber Co.

Hoskins, Neb.—Fred Podell has succeeded Fred Miller as mgr. for the Farmers Union.

Lewellen, Neb.—Adkinson & Wilkinson are operating the elvtr. at this station this year.

Ponca, Neb.—The Flanley Grain Co., of Omaha, has bot the elvtr. of the Farmers Elvtr. Co.

Deshler, Neb.—The Deshler Roller Mills Co. is building an 8,000-bu. tile elvtr. adjacent to its mill.

Dannebrog, Neb.—Chas. Munn has succeeded Geo. W. Nielson as mgr. for the Farmers Union Co-op. Ass'n.

Ralston, Neb.—C. M. Skinner is making arrangements to sell the Ralston Elvtr. to an Omaha firm.

Dunbar, Neb.—M. Enright, of Sioux Falls, S. D., has succeeded Irvin Wilhelm as mgr. for the Dunbar Grain Co.

Exeter, Neb.—I have been transferred to this station from Oak by the Nye-Schneider-Fowler Co.—M. L. Claton.

Omaha, Neb.—On Sept. 1 we opened an office in Kansas City, Mo.—F. C. Bell, mgr., Consignment Dept., Urdike Grain Co.

Holbrook, Neb.—Wm. Bruce is repairing his elvtr. and putting it in shape for the new crop. T. W. Gorton will be mgr.

Shickley, Neb.—Arthur Lindgreen has succeeded Claude Wilbur as mgr. for the Nye-Schneider-Fowler Co. at this market.

Oak, Neb.—M. L. Clayton has been transferred to Exeter where he will have charge of his company's elvtr. He is with Nye-Schneider-Fowler Co.

Sutherland, Neb.—R. I. Shappell is now mgr. for the Lexington Mill & Elvtr. Co. The company has installed a new truck and dump scale in its elvtr.

Omaha, Neb.—Abe Rothschild, of the Rothschild Grain Co. of this city and Atlantic City, Ia., sold all of his holdings in the company and retired from active business, Sept. 1. He has been in the grain business continuously for the last 33 years and has made a speciality of barley, becoming an expert on the subject. He will live in Davenport, Ia.

Avoca, Neb.—Simon Rehmeier has resigned as mgr. for the Farmers Elvtr. Co.

Agnew, Neb.—The elvtrs. of the Nebraska Grain Co. and the Agnew Livestock Co. burned Aug. 6 with a loss of \$85,000, partially covered by insurance.

Omaha, Neb.—W. H. Merriott, formerly connected with the Flanley Grain Co. here, is now traffic mgr. for the Western Terminal Corporation at Sioux City, Ia.

Stuart, Neb.—We have made the usual repairs this year and have painted our elvtr. Also replaced our wagon scales with a 10-ton truck scale and dumps.—Wm. Krotter Co.

Stratton, Neb.—The elvtr. of the Farmers Elvtr. Co. has been remodeled and new machinery installed. New floors and new bins have been put in and an air pump installed.

NEW ENGLAND

Boston, Mass.—Jos. F. and J. Howard Gubbins, brothers, have engaged in the grain and feed brokerage business at this market and have offices in the Chamber of Commerce Bldg.

Boston, Mass.—The Eugene McDonald Co., one of the oldest grain firms at this market, retired from business Sept. 1. Eugene McDonald will in future be a member of the A. S. MacDonald Com'n Co., grain jobbers.

Belchertown, Mass.—I have sold my store business but not my grain business. I am building a grain warehouse on the R. R. tracks but it is not an elvtr. as it has no machinery. It will hold 150 tons of grain.—E. A. Fuller.

Meriden, Conn.—Meech & Stoddard, Inc., bot the grain business of the Meriden Grain & Feed Co., owned by B. W. Collins, and that of Mahon & Fisher and took possession of both concerns Sept. 1. The firms will be consolidated and incorporated under the name of the Meriden Grain & Coal Co. Clair L. Huse, mgr. for the Middlefield Grain & Coal Co., a branch of the same company, will be mgr. here with P. H. McMahon as ass't mgr.

St. Johnsbury, Vt.—We have succeeded the A. H. McLeod Milling Co., the original company buying it in 1871 from the heirs of Jonathan Arnold, who built the first plant in 1783. The plant includes Elvtr. "B," built in 1903, and Elvtr. "A," now under construction. It will replace the old elvtr. burned Dec. 13, 1919, and has a capacity of 50,000 bus. It will be equipped with the most up-to-date machinery obtainable. We have increased the capital stock to \$200,000. Edgar R. Brown is treas. and gen. mgr.—Caledonia Mills, Inc.

Hartford, Conn.—J. Herbert Sizer, mgr., and Charles L. Martin, treas., are no longer connected with the Meech Grain Co. Arthur H. Loydon is the new mgr. and Nathan B. Ballard, ass't mgr. Mr. Loydon is one of the oldest in point of service in the grain trade of Hartford and Mr. Ballard has been associated with W. N. Potter & Son of Greenfield, Mass., for 14 years as a mgr. of one of the Potter chain of branch stores, the last two years as mgr. of Potter's Springfield, Mass., branch.—Meech & Stoddard, Inc., G. E. Meech, vice-pres.

Westerly, R. I.—An ingenious method of stealing grain was revealed at the recent trial of Sumner Stearns, a wealthy farmer and R.F.D. carrier, who was charged with entering the plant of E. T. Seabury and removing grain therefrom. He pleaded guilty and was fined \$500 and costs as well as being sentenced to the penitentiary for not less than one year nor more than 6. In addition to the fine he made restitution to Mr. Seabury for \$1,800 worth of grain he had stolen, paid \$565 he owed on the books of the company and \$400 more for expenses. For nearly a year grain has been disappearing from the plant and no one could locate the thief. Finally a detective was employed and Stearns was caught in the act. Mr. Stearns explained his method of theft as follows: He entered the cellar thru the grain chute, and using a hardwood stick with a spike in the end of it, he passed this thru a cat hole in the cellar door and unfastened the bolt on the door. He would then put out what grain he wanted and make his exit by the cellar route. It was his custom to order one or two bags set out on the evenings he would take his extra supply, saying he would call for it early in the morning.

NEW MEXICO

Clovis, N. M.—Work on the new 50,000-bu. elvtr. of the Western Trading & Elvtr. Co. is very much delayed by lack of cement.—Cramer Mill & Elvtr. Co.

Clayton, N. Mex.—I have organized the Union Grain & Elvtr. Co. with John L. Hill as a partner and we will do a general grain, bean and seed business. I have until recently been associated with the Four States Seed Co. of this city.—W. L. Franklin.

NEW YORK

Kingston, N. Y.—The Kingston Grain Co. has increased its capital stock from \$25,000 to \$100,000.

Buffalo, N. Y.—A hearing has been asked by the Corn Exchange on its protest against the embargo on all shipments coming over all railroads into this city unless billed to final consignee.

Buffalo, N. Y.—L. E. Osmer, formerly track buyer for the Carpenter-Osmer Grain Co., of Battle Creek, Mich., has opened an office in the Chamber of Commerce Bldg. and will trade at this market as the Osmer Grain Co.

Glen Falls, N. Y.—We are just starting to build an elvtr. for our retail and wholesale business. We expect to handle hay, grain, feed and flour and will have a capacity of from 8 to 10 cars.—D. P. DeLong, gen. mgr., Glen Falls Brick & Lumber Co.

Syracuse, N. Y.—We take pleasure in announcing the appointment of Mr. Berend J. Burns as mgr. of our grain and feed dept. with headquarters in the Chamber of Commerce Bldg., Buffalo, N. Y.—Co-operative Grange League Federation Exchange, Inc.

NORTH DAKOTA

Weaver, N. D.—O. I. Gerve has bot the site of the old elvtr. here.

Fryburg, N. D.—J. A. Davis is now mgr. for the Farmers Co-op. Elvtr. Co.

Wyndmere, N. D.—Ole Sjordahl is now ass't mgr. for the Farmers Elvtr. Co.

Forman, N. D.—O. A. Oen has resigned as mgr. for the Farmers Elvtr. Co.

Beach, N. D.—R. S. Higgins has resigned as mgr. for the Farmers Elvtr. Co.

Simco, N. D.—The Farmers Elvtr. Co. is installing new machinery in its elvtr.

Bowman, N. D.—Ben Arnold is now mgr. for the Geo. C. Bagley Elvtr. Co. here.

Velva, N. D.—A. F. Berger, of Townier, has bot the elvtr. of the Royal Elvtr. Co.

Kempton, N. D.—We have installed a 20-h.p. Fairbanks Engine.—Farmers Elvtr. Co.

Lidgerwood, N. D.—The Osborne-McMillan Co. has bot the elvtr. of W. R. Movius.

Venlo, N. D.—The Farmers Elvtr. Co. is building a 25,000-bu. elvtr. at this point.

Easby, N. D.—Smith & Rasmussen incorporated for \$50,000 to operate a grain elvtr.

McClusky, N. D.—I am now buying grain for the Andrews Grain Co.—Martin Arneson.

Northwood, N. D.—Carter Prendergast is now mgr. for the Northwood Equity Elvtr. Co.

Pleasant Lake, N. D.—The Pleasant Lake Grain Co. will install a cleaner in its elvtr.

Grafton, N. D.—The Grafton Roller Mills are again in operation after a shutdown of 6 months' duration.

Loma, N. D.—John Schuler, of Calio, has bot the elvtr. of J. R. Rosholt, who has bot an elvtr. at Hampden.

Velva, N. D.—The I. L. Berge Elvtr. Co., Inc., has succeeded I. L. Berge and will maintain home offices here.

Cogswell, N. D.—The elvtr. now owned by Oscar Lee formerly belonged to the Norman & Johnson Grain Co.

Buffalo, N. D.—Frank S. Kingsbury, formerly agt. for the Gt. Western Elvtr. Co., has bot an elvtr. in Montana.

Velva, N. D.—The Farmers Elvtr. Co. is building a new office and installing a Fairbanks Engine.—I. L. Berge.

Rollin, N. D.—Frank Fitzmorris has succeeded L. C. Midgeley as mgr. for the Great Western Elvtr. Co. at this station.

Mercer, N. D.—The I. L. Berge Elvtr. Co., Inc., has bot the elvtr. of the Great Western Grain Co. at this station.

Coal Harbor, N. D.—A. A. Pankratz is now mgr. for the Equity Elvtr. Co. here. The railroad name of the station is Coleharbor.

Kongsberg, N. D.—The farmers who recently bot the elvtr. of I. L. Berge at this station will operate as the Kongsberg Co-op. Elvtr. Co.

Granville, N. D.—We are installing a new Marquis Cleaner and a Fairbanks Auto. Scale.—Clyde Ridenour, mgr., Farmers Co-op. Elvtr. Co.

Pathgate, N. D.—The new elvtr. of the Equity Exchange is under construction and will be ready for grain about Oct. 1.—Farmers Elvtr. Co.

Hatton, N. D.—I succeeded R. E. Argall, now mgr. for the Hatton Grain Co., as mgr. for the Hatton Farmers Elvtr. Co.—Richard Tronson.

Emben, N. D.—L. C. Midgeley, formerly mgr. for the Great Western Elvtr. Co. at Rollin, has been transferred by the company to its elvtr. here.

Grand Forks, N. D.—Work on the plant of the state-owned mill and elvtr. has been resumed, cement having been produced from Winnipeg.

Sutton, N. D.—The new elvtr. of A. J. Retzlaff is now under construction. It replaces the house burned last spring.—Albert Retzlaff & Co., Cooperstown.

Cayuga, N. D.—V. C. Hamilton was our former mgr. and has been succeeded by E. Erlandson. We are installing a new Marquis Cleaner.—Farmers Elvtr. Co.

Havelock, N. D.—C. E. Danielson, of Langford, S. D., is now mgr. for the Empire Elvtr. Co. at this station.—C. E. Ellefson, agt. Empire Elvtr. Co., Bucyrus.

Maida, N. D.—I have succeeded E. Erlandson as mgr. for the Farmers Elvtr. Co. here. Mr. Erlandson is now mgr. for the Farmers Elvtr. Co. at Cayuga.—A. Anderson.

Derrick, N. D.—The elvtr. recently purchased by Peter Martinson at this station formerly belonged to the Derrick Grain Co.—Geo. Danielson, agt., Farmers Grain Co.

Greene, N. D.—Our new 30,000-bu. ironclad elvtr. has been completed and replaces the house burned Feb. 24.—J. Stoland, mgr., Mouse River Farmers Co-op. Elvtr. Co.

Donnybrook, N. D.—B. P. Murphy has succeeded J. G. Egan as buyer for the Osborne-McMillan Elvtr. Co., Mr. Egan resigning to manage the Donnybrook State Bank Elvtr. which he recently bot.

Hampden, N. D.—J. R. Rosholt, of Loma, has bot the elvtr. of Winter, Truesdale & Ames. The house has been operated by W. E. Pickley for many years but he has quit the business and gone to Oklahoma.

Cooperstown, N. D.—N. J. Olsen & Sons have generally overhauled their elvtr. and put a new concrete pit under it. They have also installed a cleaner as has the Cargill Elvtr. Co.—Albert Retzlaff & Co.

Rolla, N. D.—The Imperial Elvtr. Co. is installing a new cleaner. A. Crisler is now mgr. for the St. Anthony & Dakota Elvtr. Co., and C. Fitz Harris is new mgr. for the Great Western Grain Co.—James G. Fair, sec'y-treas.—mgr., Farmers Elvtr. Co.

Stirum, N. D.—We are in no way connected with the Stirum Grain Co., which is a new firm just starting in business here. The Cargill Grain Co. has discontinued business at this station. We are planning a new warehouse to be built later on.—Farmers Elvtr. Co.

Parshall, N. D.—The I. L. Berge Elvtr. Co., Inc., successor to I. L. Berge, has bot the elvtr. of the Farmers Elvtr. Co. at this point. The new company has a capital stock of \$50,000 and the officers are: I. L. Berge, pres.; J. H. Kline, vice-pres.; N. Livdahl, sec'y-treas. The home office will be at Velva.

OHIO

Bloomer, O.—James A. Rudy, formerly operating an elvtr. here, has moved to Covington.

Williamstown, O.—Williamstown Elvtr. Co. incorporated for \$25,000 by E. S. John, G. R. Blousser and others.

Columbus, O.—Myers, Baughman & Threlkeld have moved from the Bank of Commerce Bldg. to No. 4th St.

Oonover, O.—I am now a member of the Lena Grain Co. here and am also mgr.—Bliss Russell, formerly at Urbana.

Crawford, O.—G. H. Whaley has succeeded Richard Smith as our mgr. at this station.—Sneath-Cunningham Co., Tiffin.

Greenwich, O.—The Greenwich Mill & Elvtr. Co. incorporated for \$50,000 by A. G. Smith, G. G. Yarnell, C. Shelby and J. A. Meyers.

Foraker, O.—The Farmers Exchange Co. has leased 35 acres of railroad right of way here and will build coal sheds, office, scales and elvtr.—K.

Luckey, O.—I am gen. mgr. for the Luckey Farmers Exchange Co. which now operates the elvtr. formerly owned by Martin & Co.—W. H. Slaybaugh.

Donnelsville, O.—I sold my elvtr. at this station to the Valley Grain Co., a co-op. farmers' company. V. A. Stockstill is mgr.—W. W. Morris, New Carlisle.

Valley City, O.—We have sold our elvtr. to the B. H. & L. Co-op. Co., an organization of farmers which has a capital stock of \$100,000.—C. Frank & Steck.

Elroy (R.F.D. No. 1, Ansonia), O.—We expect to put in a new separator this fall and also new pan scales on the outside for coal and gravel.—Elroy Grain Co.

Bellevue, O.—The Transit Elvtr. & Warehouse Co. incorporated for \$10,000 by A. M. Tousley, W. J. Mahnke, C. Ammerman, P. E. Bunnell and H. A. Body.

Nevada, O.—The Farmers Grain Co. has taken over the interests of the Nevada Elvtr. & Supply Co. in addition to that of the Bucyrus Mill & Elvtr. Co. at this station.—Ed. McLaughlin, mgr., Farmers Grain Co.

Wapakoneta, O.—The Home Milling Co. has sold its elvtr. and other buildings to the Ohio Seed Co. but did not sell the milling machinery to the company as it will not manufacture flour.—F. J. Rinehart, sec'y.

Versailles, O.—We took over the elvtr. and grain on hand of the Lock Two Grain & Milling Co. at this station Aug. 4. We also bot the feed stock. Fred Thomas is our mgr.—Versailles Equity Union Exchange.

Versailles, O.—I am no longer in the grain business here but will soon be located at New Bremen, O., as mgr. for the Lock Two Grain & Milling Co. there.—G. H. McConnell, former mgr. for the same company here.

Hudson, O.—We are not located at Mansfield any more, having sold out there. We bot the elvtr. of Filius & Co. here last October and since that time have sold our elvtr. at Lebanon to the Farmers Co-op. Co., giving possession recently.—Aungst Bros. & Spreng.

St. Henry, O.—We are changing the name of our firm from the Western Ohio Grain & Milling Co. to the Landman Milling Co. and are opening general offices in Union City, Ind., having our mill and elvtr. located here. We are installing new machinery and will increase our milling capacity to 250 bbls. per day.—H. E. Landman, pres.

Cleveland, O.—H. W. Robinson, pres. of the Cleveland Grain & Hay Exchange, is also pres. of the new Co-op. Union Elvtr. Co. C. S. Latchaw, of Defiance, is sec'y-treas., and H. P. Miller, vice-pres. This organization has taken an option on the business of the Union Elvtr. Co., with a view to taking it over with the present management and working force, on or about Oct. 1.—Union Elvtr. Co.

Mansfield, O.—We have re-entered the grain business and will operate from this city for the buying and selling of grain. We will not operate an elvtr., but do a track grain business, basis Mansfield official inspection and destination weights, cars to be billed to this city for inspection and then reconsigned, thus furnishing a definite billing point at time of purchase.—Henry L. Goemann, pres., Goemann Grain Co. (The company withdrew from the grain trade in May, 1918.)

Attica, O.—The Farmers Exchange Co. is being formed to operate elvtrs. here and at Carrothers. The capital stock will be \$75,000.

Barberton, O.—We are not operating our mill and elvtr. and have discontinued use of them.—Bert S. Miller, office mgr., Anna Dean Farm.

CINCINNATI LETTER.

The Simmons Milling Co. has applied for membership in the Grain & Hay Exchange thru Russell S. Simmons.

Auction trading in grain will start at 12:30 p. m. instead of at 1 p. m. as heretofore, according to a recent notice posted by the directors of the Grain & Hay Exchange.

The Big 4 Ry. Co. has, after a conference with Sam. Reeves, traffic mgr. of the Grain & Hay Exchange, and Geo. F. Munson, chief inspector, agreed to give the inspection department of the exchange the exact spotting of grain cars so that inspectors will be able to go direct to the car and not waste time in hunting it up for themselves. This enables them to get their reports in to the office two hours earlier than in the past.

Lyman Perin of Perin Bros. recently filed suit in the common pleas court, asking for the dissolution of the partnership existing between his brother, Vinton Perin, and himself, alleging that the partnership agreement was verbal and could be terminated at will. The company's assets amount to \$150,000 and the liabilities to \$50,000. He asked that a receiver be appointed as it was impossible for him to arrive at an amicable dissolution and division with his brother. The two did not agree as to the conduct of the business and a dissolution was necessary, in his opinion. Later Monroe Izor was appointed receiver with the consent of both brothers and the business will be sold by him, the proceeds to be divided between the partners.

OKLAHOMA

Tulsa, Okla.—We are closing out our grain business Oct. 1.—Arthur & McCune.

Sagayeeh, Okla.—We have just completed a 5,000-bu. elvtr. at this station.—Hurst & Co., Claremore.

Bradley, Okla.—The recently organized Bradley Warehouse & Elvtr. Co. is building an elvtr. here. Thos. Rogers is mgr.

Enid, Okla.—We opened a branch office at this market Aug. 16th. The main office is at Wichita, Kan.—P. Miller, mgr., Miller Grain Co.

Choteau, Okla.—We have leased the elvtr. of the Farmers Co-op. Grain Co. until Jan. 1 and I am at present mgr.—Emery W. Carter, Hogan-Hayden Grain Co.

Perry, Okla.—Someone tried to blow up the elvtr. of H. L. Boyes recently. The house is known as the Red Star Elvtr. and is now operated by Treman & Munger.

Stillwater, Okla.—The Oklahoma A. & M. College Farm Congress and Southwest Farm Power and Tractor School, held here Aug. 23 to 28, was well attended and proved of interest and value to the many who came.

Vera, Okla.—We understand that the Farmers Co-op. Marketing Ass'n has been formed here but so far as the company's building or buying an elvtr. here, we know nothing about it.—C. W. Richardson, mgr., Vera Grain Co.

Madill, Okla.—The Woody Grain & Elvtr. Co. is overhauling its plant, installing new machinery, including motors, mills, cleaners and elvtr. leg, and remodeling its driveway. Another story has also been added to the mill.

Vici, Okla.—The Farmers Co-op. Ass'n, recently capitalized at \$20,000, has bot the elvtr. and warehouse of L. O. Street and I am mgr.—W. H. Edwards.

Claremore, Okla.—H. O. Hurst is sole owner of our company now. R. A. Atkinson, former partner of H. O. Hurst, is engaged in another line of business and Mr. Hurst will continue the grain business here and at other stations as heretofore.—Hurst & Co.

Binger, Okla.—Our elvtr. is closed at present as we are putting it in shape for the big corn crop we will have to handle this fall. Wilson & Co. have sold their interest in the elvtr. business to Charles Wilson, who will manage the business.—Binger Elvtr. Co.

Buffalo, Okla.—The foundation and pit of the elvtr. of the Farmers Co-op. Elvtr. Co. has been completed and work on the superstructure will be started at once. The elvtrs. of the Alva Roller Mills and Wallingford Bros. are ready for the installation of the machinery.

Enid, Okla.—The Boys' Wheat Clubs of this county will have a big meeting here Sept. 21 and 22. Over 100 samples of the best wheat in the county will be on exhibition and more than twelve clubs of ten boys each will attend. The local grain dealers are very much interested in their work and are giving the county agent much encouragement.

Tulsa, Okla.—At a recent meeting of the Tulsa County Farmers Co-op. Ass'n it was decided to ask the next legislature to appropriate \$2,000,000 for grain elvtrs. in which the Oklahoma farmers can store grain. L. Cline, pres. of the ass'n, said: "Up to the present time, we have been forced to sell our grain in order to get rid of it, and the farmer has lost money all around by this arrangement. Tulsa ought to get one of the first elvtrs. constructed, and the first appropriation ought not to be the last."

Sentinel, Okla.—Heavy rains recently flooded the pits of 3 out of the 4 elvtrs. here. The greatest damage was to the elvtr. of W. E. Titus, where 2,000 bus. of wheat were under water, the loss being estimated at \$4,000. The Clinton Mlg. Co. has not yet determined the amount of loss but almost 1,000 bus. of wheat were in the pit which was filled with water. Only a little water got into the pit of the elvtr. of the Weatherford Mlg. Co. and the damage is slight. The Titus Elvtr. has been the victim of a flood once before this year, the loss that time amounting to \$800. The grain companies will endeavor to recover the amount of the damages from the railroad company as they allege insufficient drainage of the yards caused the overflow. It is claimed that what few sewers there are in the rail yards are blocked and do not permit the water to even partially run off.

PENNSYLVANIA

Turnpike, Pa.—H. N. Rehmeyer has built an elvtr. at this point.—Geo. E. Morrison & Co., Baltimore, Md.

Harrisburg, Pa.—O. S. Ebersole & Co. incorporated for \$60,000 by G. C. and O. S. Ebersole and Geo. Singer.

PHILADELPHIA LETTER.

Frank N. Johnson and F. D. Hartzel's Sons Co. have applied for membership in the Commercial Exchange.

John K. Scattergood is having a bad seige with typhoid fever. He has been seriously ill for over a month and at present shows only a slight improvement.

Quick Returns

Personal Service

Buffalo's "Strictly Commission Man"

McCONNELL

If you want rapid, efficient service on your Consignments, Consign to

McConnell Grain Corporation

Chamber of Commerce

BUFFALO, N. Y.

The following schedule of charges has been made by the grain com'te of the Commercial Exchange, effective Sept. 16: Inspection on cars in-bound, 65c per car for export; 75c per car for domestic. Cars inspected out of elvtr., 75c per car; grain inspected out for export, 55c per 1,000 bus.; Grain inspected afloat, \$1 per 1,000 bus., domestic or export. Minimum charge, \$1. Reinspecting cars either for export or domestic, 80c per car; sampling cars, 30c per car; opinions on samples, 40c per car to members; 75c per car to non-members; mixing charges, 60c per 1,000 bus.; cleaning charges, 60c per 1,000 bus.; drying charges, 75c per 1,000 bus., \$1.50 per 1,000 bus. salvage grain. Inspecting cars outside of Philadelphia left to the discretion of the grain inspector and the chairman of the grain com'te.

SOUTH DAKOTA

Agar, S. D.—Alfred Hoch will open an elvtr. here at an early date.

Lyons, S. D.—L. T. Hogen is the new mgr. for the Lyons Grain Co.

Spencer, S. D.—G. Harding is now mgr. for the Farmers Elvtr. Co.

Coleman, S. D.—B. E. Nace is the new mgr. for the Farmers Elvtr. Co.

Hudson, S. D.—W. J. Morrison is now mgr. for the Farmers Co-op. Elvtr. Co.

Wagner, S. D.—Ernest McKee is now mgr. for the Farmers Co-op. Ass'n at this station.

Lily, S. D.—The new elvtr. of E. W. Ketchum & Son will be completed at an early date.

Freeman, S. D.—P. C. Graber is the new mgr. for the Independent Farmers Co-op. Co. here.

Egan, S. D.—A. L. Tennis has succeeded J. C. Klaeser as mgr. for the Farmers Grain & Fuel Co.

Chester, S. D.—C. A. Kohlmorgan has succeeded E. W. Muller as mgr. for the Farmers Elvtr. Co.

Booge, S. D.—The Booge Elvtr. Co. will re-paint its elvtr and install a 10-ton scale and an auto dump.

Presho, S. D.—A. A. Truax is having the elvtr. recently purchased at this station, repaired and overhauled.

Canastota, S. D.—J. J. Mullaney has let contract for the rebuilding of his elvtr., recently burned at this station.

Hecla, S. D.—We have installed a 15-h.p. Fairbanks Y Engine, repaired our office and the elvtr.—J. E. Scott & Co.

Claremont, S. D.—The Equity Union Elvtr. Co. has voted to increase its capital stock. O. C. Beck has been retained as mgr.

Oelrichs, S. D.—Work has been started on our new 15,000-bu. elvtr. on the C. & N. W. tracks.—L. A. Van Horn, mgr., Van Wickle Grain & Lumber Co.

Garretson, S. D.—The Northwestern Elvtr. Co. has installed a 10-ton Howe Scale and a Globe Truck Dump.—E. F. Baker, mgr., Farmers Co-op. Grain & Supply Co.

Belle Fourche, S. D.—We have about completed the concrete addition to our grain tanks and have all the machinery on the ground ready for installation.—Tri-State Milling Co.

Raymond, S. D.—Joe Ethier, formerly ass't mgr. for the Co-op. Elvtr. Co., has succeeded P. G. Miller as mgr., Mr. Miller resigning to go into business for himself at Fairmount, N. D.

Chancellor, S. D.—We have taken over the elvtr. of C. H. Hoogestraat and will manage it ourselves. I was mgr. of the Farmers Elvtr. Co. at Matlock, Ia., for nearly 5 years and was also mgr. at Jolley.—C. E. Kelly, Kelly & Kane.

DeSmet, S. D.—Our elvtr. is not quite completed yet, but it is only a few minor things that are not done. We have been taking in new grain for about two weeks. We expect to have our elvtr. entirely finished in less than two weeks.—Farmers Co-operative Ass'n.

Burch (Britton p. o.), S. D.—The St. Anthony & Dakota Elvtr. was completely destroyed by fire, Aug. 28, which started, it is shot, from a carelessly thrown cigarette end. The elvtr. had just been put into condition for the season's business but no grain had been taken in.

Mellette, S. D.—We have been in the grain trade here since 1884 and have bot this year the elvtrs. of H. Gotaas and the Empire Elvtr. Co. We now own and operate 3 elvtrs. which have a combined storage capacity of about 100,000 bus. All elvtrs. are on the C. M. & St. P. R. R.—C. M. Howe & Son.

Sisseton, S. D.—Hans Eagerland has gone into business with Peter Greenfield who owns an elvtr. here. He was formerly mgr. for the Farmers Elvtr. Co.

Veblen, S. D.—The Farmers Grain & Fuel Co. has built new coal sheds, repainting the elvtr. and made general repairs on the elvtr. The Farmers Co-op. Grain & Fuel Co. has bot the elvtr. of the Crown Elvtr. Co. and is now operating 2 elvtrs. so that we have two farmers' companies here and no independent houses. The elvtr. being built by Orlando Carlson is on his farm just north of town.—A. Hendricks.

Yale, S. D.—Chas. Zehnpfenning, of Parkston, has bot an interest in the elvtr. of the Hofer-Decker Co. Extensive improvements have been made and a Globe Automatic Scale has been installed. The firm is now the Zehnpfenning-Decker Co. The Farmers Elvtr. Co. has installed a cleaner and an automatic dump scale. Oscar Oleson is mgr. W. O. Tolman is again with the Shanard Elvtr. Co. The elvtr. has been closed for a couple of weeks as Mr. Tolman underwent an operation. Dewey Rentsch is Mr. Tolman's assistant. The company will install a new dump. G. A. Saville, of Plankinton, has succeeded David Waldner as mgr. for the South Dakota Grain Co. at this station. He has been mgr. for the same company at other points. This company is remodeling its office and installing a Globe Dump Scale, also some other machinery. The house will open Sept. 10.—D. S. Glanzer, buyer for Zehnpfenning-Decker Co.

SOUTHEAST

Columbia, S. C.—I have sold my interest in the Adlun Milling Co. and am now occupied in the wholesale commission and brokerage business, handling principally grain and grain products. The Adlun Milling Co. has just completed its 40,000-bu. reinforced concrete elvtr. and a new 150-bbl. mill, together with a flour blending equipment which gives it a total capacity of 750 bbls. The business is now managed and controlled by E. F. Lucas, pres.; Thos. L. Swygert, sec'y-treas.; and W. B. Beets, sales mgr.—B. R. Cooner, B. R. Cooner & Co.

TENNESSEE

Memphis, Tenn.—F. M. Cook, of Chicago, has succeeded H. L. Emmert as mgr. for the J. Rosenbaum Grain Co. at this market.

TEXAS

Yoakum, Tex.—The Merchants Grain Co. is out of business here.—X.

Crowell, Tex.—The Bell Mill & Elvtr. Co. has installed a new engine in its elvtr.

Graham, Tex.—The Graham Mill & Elvtr. Co. is improving and overhauling its plant.

Hillsboro, Tex.—The Hillsboro Mill & Elvtr. Co. is installing a new flour mill in its elvtr.

Gorman, Tex.—Mail addressed to Caldwell & Bell has been returned marked "unclaimed."

Lott, Tex.—The plant of the McAteer Grain Co. burned Aug. 21 with a loss of \$10,000 partially covered by insurance.

Hereford, Tex.—The Great West Mill & Elvtr. Co., of Amarillo, has let contract to the Burrell Engineering & Constr. Co. for a 30,000-bu. elvtr.

Edinburg, Tex.—The Edinburg Equity Union has succeeded the Edinburg Elvtr. & Milling Co. R. B. Curry is mgr. He was formerly mgr. for the old company.

El Campo, Tex.—I sold my elvtr. and warehouse to the Sublett Grain Co. last February and am entirely out of the grain business. L. R. Sublett is mgr.—Isaac Weaver.

Amarillo, Tex.—We have opened an office here and are engaged in buying and selling wheat, kafir and maize. J. J. Knight, owner, was for a number of years engaged in the lumber business at Dallas.—J. J. Knight Grain Co.

Booker, Tex.—We were at one time track buyers of grain at this station but we quit buying and last October left the field entirely and are now in the insurance business at Nash, Okla.—J. E. Lemon, formerly operating as the Brooker Grain Co.

Dallas, Tex.—My brother, W. J. Lawther, has taken over our local business here and will operate under the name of W. J. Lawther. I have purchased his interest and that of H. L. Redfield in the Lawther Grain Co., which in future will do only a carload shipping business. I have offices in the Deere Bldg.—Jos. E. Lawther, Lawther Grain Co.

Washita, Tex.—Farmers Elvtr. Co. incorporated for \$25,000 by J. C. Motsenbacker and D. C. Nixon of this city and G. G. Nixon of Fort Cobb.

San Antonio, Tex.—The fire in our elvtr. broke out about 3 a. m. and destroyed the 10,000-bu. elvtr. and our 200-ft. warehouse. We figure the value of the plant and stock at \$27,500. Our insurance was \$10,500 on stock and \$9,625 on the elvtr. or a total of \$20,125, leaving us a net loss, as destruction was complete, of \$7,375. We will rebuild as soon as we can obtain materials and machinery, but have not decided as to construction or capacity as yet.—R. N. Garrett, mgr., Southern Grain & Seed Co.

UTAH

Payson, Utah.—We have bot the Santragrinn Marvel Mill and will operate under the name of the Utah Valley Milling & Produce Co. I will be gen. mgr.—C. J. Cottrell.

WASHINGTON

Othello, Wash.—A Hays, of Bruce, is mgr. for the McDonald Grain Co. at present.

Mapton, Wash.—E. G. Boulware is agt. for the Macdonald Grain Co., of Seattle, at this station.

Toppenish, Wash.—The Preston Milling Co. will overhaul its plant and install new machinery.

Ellensburg, Wash.—We will operate the plant of Henry Kleinberg & Co. which we recently bot here under our own name.—W. P. Jahn & Co., Seattle.

Seattle, Wash.—Edw. L. Olwell has opened offices here and will do a general grain exporting and grain commission business. W. J. Olwell is mgr.

Colfax, Wash.—H. W. Collins, of Pendleton, Ore., has opened a grain office here under the management of Geo. M. Burke, former mgr. for the Colfax Milling Co.

Seattle, Wash.—A deep water wharf, 1,000 ft. long, and a huge warehouse will be built by the Fisher Milling Co. as an extension of its facilities for handling grain at its plant at Harbor Island. The improvements will cost \$250,000.

ELLIS DRIERS

If you knew a tornado was going to hit you within the next six months, you would "break a leg" in your hurry to take out tornado insurance. Now consider this: The government estimates on the corn crop are 3,131,000,000 bushels with an unusually large amount late in maturing. That means damp and heating corn this winter and spring. There are only two solutions! Stay out of the market or purchase a dependable grain drier. Which will you do?

THE ELLIS DRIER CO.

332 So. LaSalle Street
CHICAGO, ILLINOIS

Seattle, Wash.—The grain com'tee of the Merchants Exchange for the year 1920-21 is as follows: W. J. MacDonald, chairman; S. C. Armstrong, L. P. Baumann, W. H. Lilly, C. W. Nelson, J. A. Pease, and A. E. Sutton.

Redmond, Wash.—The Farmers Warehouse & Milling Co., incorporated for \$20,000, will operate the Tum A Lum warehouse and the flour mill here. It is possible that the plant will be moved to the R. R. tracks. C. O. Reynolds, T. J. Quigley and C. F. Hoskins are incorporators of the company.

Mondovi, Wash.—A quantity of oil soaked rags and shavings in the corner of a packing box and two lighted candles near at hand were the means used by someone in the attempt to burn the warehouse of the Pacific Coast Elvtr. Co., which contained a quantity of wheat. The device was discovered by an employee of the company before the candles had burned down far enough to reach the rags and the house was saved. Footprints leading from the elvtr. to a small tree where a horse had been tied are the only clues to the identity of the incendiary.

WISCONSIN

Osseo, Wis.—I am mgr. of the Farmers Produce Co. at this station.—Robert Hyslop.

Brooks, Wis.—Equity Exchange incorporated for \$10,000 by W. J. Osborn, Earl Ward and A. Bonnett.

Woodman, Wis.—Woodman Co-op. Ass'n incorporated for \$5,000 by Thos. Friar, Fred F. Foster and David Arbutnot.

Superior, Wis.—We have organized our company with 18 branches in Douglas county where grain and other products will be handled.—Producers & Consumers Co-op. Ass'n.

Coleman, Wis.—The elvtr. formerly owned by the Coleman Implement Co. and operated by J. Rosera, was sold July 1st to the Equity Co-op. Ass'n by the Coleman State Bank.

Beloit, Wis.—F. H. Green & Son have bot the elvtr. known as the "Blodgett" Elvtr., formerly owned by F. H. Blodgett, of Janesville. The elvtr. will be remodeled and new machinery installed. Next year additional storage will be built.

Prescott, Wis.—The Equity Exchange has voted to increase its capital stock from \$45,000 to \$125,000. Extensive repairs have been made on the elvtr. pits and dumps. Two new cleaners, separators and new conveyors have been installed. A new asbestos roof has been put on the house.

MILWAUKEE LETTER.

The interest rate on advances under the rules of the Chamber of Commerce for the month of September is 8% per annum.

The Van Dusen-Harrington Co. of Minneapolis has taken out a Wisconsin charter and will use \$25,000 of its capital stock in the state. James Lawrie, formerly with Henry Rang & Co., will be local representative for the company here.

During the past month the following were elected to membership in the Chamber of Commerce: C. Q. Dunlap of the Courteen Seed Co. and L. S. Greenwood of the Ladish Milling Co. The memberships of C. O. Dickelmann and E. E. Strouts were transferred.

The Mohr-Holstein Commission Co. has increased its capital stock from \$40,000 to \$100,000.

Spaulding Rugee, well known to the trade here, was recently married at Montreal, Que., to Miss Jean Muir, of Edinburg, Scotland. The wedding is the sequel of a romance which started in an aircraft factory during the war.

Total receipts of various grains by carloads for the year ending August 1, 1920 were: Wheat, 5,278 bus.; corn, 10,637 bus.; oats, 12,232 bus.; barley, 6,506 bus.; rye, 2,977 bus.; and flax, 117 bus., compared with 11,979 bus. of wheat, 4,629 bus. of corn, 17,119 bus. of oats, 11,891 bus. of barley, 3,536 bus. of rye, and 119 bus. of flax received during the year ending Aug. 1, 1919.

A SURVEY by the U. S. Dept. of Agriculture made public June 20 reported the average cost of growing wheat as \$2.15.

AN AGRICULTURAL exposition is to be held at Loanda, Angola (Portuguese Africa), on the grounds of the Department of Agriculture. Exhibits are expected from all over the northern section of Africa. Officials of Angola hope that this will become an annual event which will encourage better agricultural methods in South Africa.

Seeds

ROSEAU, MINN., Aug. 31.—Flax is of good quality and fair yield.—Farmers Elevator Co.

SAN FRANCISCO, CAL.—Chatterton & Son, seed dealers at Lansing, Mich., have opened an office in this city.

TORONTO, ONT.—D. A. Coulson, the only surviving member of the seed firm of J. A. Simmers and Co., passed away recently.

UTAH SEEDSMEN have petitioned the Utah Crop Pest Commission urging a reduction in the restrictions now placed on Utah seedsmen.

MINNEAPOLIS, MINN.—C. S. Sheffield, recently resigned as mgr. of the Twin City Trading Co., an auxiliary of the Albert Dickinson Co.

ALTURA, MINN.—The Kimmel Grain Co. contemplates the installation of a machine which will separate timothy seeds from alsike clover seeds.

"SWEET CLOVER seed screenings are not injurious to sheep" is a recent publication of C. Dwight Marsh and C. G. Roe, physiologists in charge of poisonous plant investigation, U. S. Dept. of Agri.

DES MOINES, IA., Sept. 7.—Acreage of timothy cut for seed this year is about 250,000, and the yield is good. Exact figures are not yet available.—Charles D. Reed, Director, U. S. Dept. of Agri.

MILWAUKEE, WIS.—The Riebs Co., recently incorporated here with a capital stock of \$200,000, will conduct a general seed business. Incorporators are J. M. Riebs, Jr., Arthur J. Riebs and F. C. Schowalter.

A PUBLIC HEARING to discuss Oklahoma's drastic seed law was held on Aug. 30 and 31. Dealers from all over Oklahoma and nearby states were in attendance and expressed their opinions about this piece of legislation.

ESTIMATED TIMOTHY production will be 80% of last year's crop because of a decreased acreage and a smaller yield per acre. Southwestern alfalfa seed production will probably be slightly larger than last year.—U. S. Dept. of Agri.

MINNEAPOLIS, MINN., Sept. 1.—Local showers in the southern section of the northwest have helped the late flax. Flax harvesting is progressing favorably put thruout this territory the late flax will probably show only a fair average.—Van Dusen-Harrington Co.

SACRAMENTO, CAL.—The Valley Seed Co., which recently lost its plant by fire, is carrying on all operations from the company's retail store. The company announces that a new building is to be erected at once which will be nearly twice the size of the plant which burned.

MINNESOTA FLAX grades for the season 1920-21 were changed at a recent joint meeting of the Duluth and Minneapolis Boards of Grain Appeals at Duluth. In the new grades, No. 1 northwestern and No. 1 have been merged into one grade while the percentage of damage has been raised from 12 to 25%. Damage permissible on No. 2 flax has been increased from 20 to 30%.

THE NORTH AMERICAN Seed Co. now in operation at its new Milwaukee plant is well equipped to handle a general wholesale seed business. The plant has 35,000 bus. bulk storage, 24,000 square feet of floor space and is equipped with Clipper Cleaners and other modern machinery. The officers of the company, who have all been actively engaged in the seed business for many years, announce that the company will specialize in timothy, alfalfa, clover and seed corn.

CARTHAGE, MO.—Carl Tucker has announced his retirement from the Tucker Seed Co. He retains possession of the buildings from which the company operates. The business in the future is to be carried on by J. W. Tucker and E. J. Tucker.

DAHLGREN, ILL.—Besides giving more attention to our feed department we will handle and reclean red top seed produced in this locality in excess of the local requirement. Reports indicate red top production is about 50% normal because of the current low price of the seed.—Gamble Feed & Seed Co., successor to Sturman & Gamble.

LANSING, MICH., Sept. 9.—Clover seed is filling well and the outlook is for a good crop and a somewhat larger acreage than in 1919. Estimated production is placed at 126,000 bus. Bacterial blight on beans has decreased their condition from 90 to 84%. The crop is ripening and harvesting is general in many sections. Estimated yield is placed at 3,440,000 bus.—Verne S. Church, U. S. Buro of Crop Estimates.

SEEDS IMPORTED into the United States during August were reported in pounds by the Buro of Plant Industry, U. S. Dept. of Agri. as follows: Alfalfa, none; blue grass, none; alsike, 20,400; crimson clover, 662,800; red clover, 207,800; broom corn, none; rape, 44,800; English rye grass, 49,100; Italian rye grass, 37,500; and hairy vetch, 140,700, compared with imports during August, 1919, of alfalfa, 205,900; blue grass, 113,300; alsike, 204,900; crimson clover, 955,500; red clover, 562,000; orchard grass, 153,900; rape, none; English rye grass, none; Italian rye grass, 22,400; and hairy vetch, none.

TOLEDO, O.—Timothy seed hesitates. It still has some faithful friends who bought at higher prices and are still hoping for some export demand to help them out. Seaboard says grain bills are plentiful and some of the foreigners are slow pay, so it is necessary to consider foreign financial conditions. Stock here was materially reduced, but is still large. New crop has hardly started to move. Chicago is receiving much less than a year ago when receipts there were enormous. Speculation is quiet. Break would attract fresh bulls and put market in a healthier condition. Shipments from here now are of a retail character. Timothy seed crop is late. Receipts should soon increase. Samples from nearby have been mostly hulled and not good enough to clean to prime. They have not been general enough to form a decided opinion.—C. A. King & Co.

TOLEDO, O.—Clover seed has ruled within a small range the past week. At times trading in futures has been heavy and then again it would drop to very small proportions. The open interest now is no doubt smaller than for some time, but those on the short side seem just as confident as those on the long. The former are pointing to the improvement in crop reports from some of the central and western states, while the latter claim crop is late, may not fill well, that we might have a wet spell after it is cut; also think the present prices are not high, that as far as money

Seed Movement in August.

Receipts and shipments of seeds at the various markets during August, compared with August, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
FLAXSEED.				
Chicago, bus. ...	61,000	77,000	65,000	6,000
Milwaukee, bus. ...	12,831	10,305	1,200	.....
New York, bus. ...	745,000	.....	.....	.....
TIMOTHY.				
Chicago, lbs.	2,347,000	7,451,000	1,504,000	2,340,000
Milwaukee, lbs. ...	39,313	1,588	73,000	221,073
Toledo, bags	408	17	22,965	13,934
CLOVER.				
Chicago, lbs.	118,000	798,000	48,000	136,000
Milwaukee, lbs. ...	.....	220,463	60,000	31,144
New York, bags. ...	.....	.....	1,105	.....
Toledo, bags.	570	2,169	610	787
OTHER GRASS SEEDS.				
Chicago,	593,000	2,629,000	482,000	549,000

matters are concerned if the farmer wants red clover he will buy it regardless of price just as he did last spring. No news of great importance from abroad. Short selling isn't quite so popular, but the "fever" may break out again, especially if the grain markets should turn weak. Some buying of futures recently for central state dealers who say they are buying for their farmer friends who will want to take delivery in December or February.—J. F. Zahm & Co.

From the Seed Trade.

GALT, Mo.—Considerable timothy cut for seed is in shocks ready to be threshed. Millet fields are now being cut and the crop is fair. Some seeding of alfalfa has already been done. Seed wheat back held by farmers indicates another big acreage of wheat in 1921. Some farmers are beginning to gather their seed corn. No large amounts of clover have been cut for seed this year. There is a big demand for cane seed by farmers who are raising cane for cattle feed.—W. W.

MILWAUKEE, Wis.—In our immediate vicinity alsike clover is showing a very fine yield of good quality. The yield of timothy, it appears, will be lighter than usual and in a great many instances the farmers have cut the timothy for hay. The red clover crop is still in the making, but with good weather from now on we see no reason why Wisconsin should not have a bountiful crop. We expect a large trade on field seeds of all kinds as the present prices are much lower than for some time past, and this should be a strong incentive to encourage buying early.—J. P. Kettenhofen, pres. North American Seed Co.

LOUISVILLE, Ky.—The crop of Kentucky blue grass, both in Kentucky and in Missouri is somewhat short of last season, and the yield of fancy seed in recleaning is considerably less than normal, consequently this keeps

down the available supply this season. There may be a slight weakening in price in sympathy with the general seed market, but we do not look for materially lower values at any time this season. There was only a light carry-over, not large enough to be of any factor in determining values. Demand for all other kinds of seed is lighter than we have ever known thru this section of the country. Most of the trade have surplus stock on hand carried over from spring at high prices, and we think that the present unfavorable situation will likely continue until the new year. By that time some of the old stocks ought to be worked off and give room for normal trading. The general opinion among the trade as we can see it anticipate considerably lower prices on clover and alsike, as the reports are favorable from practically every growing district in America with one exception.—National Seed Co.

Seed Conditions in France.

Prospects are good for the new crop of red clover and many sections that had no crop at all in 1919 will have seeds to market this year writes Michel Cherot, a Paris seed dealer.

Stocks of yearling red clover on hand are small and very few sales are reported. Uncleaned new crop clover, unfit for export, is selling at 700 francs per 100 kilos, bags included, f. o. b. producer's station.

Crimson clover crop was large but French farmers are inclined to hold crimson clover seed and wait for higher prices.

Various reports have been circulated as to the condition of French grown Italian rye grass. No prices had been quoted on this product up to Aug. 5.

INCREASED motor vehicle traffic on the highways of the country will necessitate more attention to their repair and upkeep warns the Dept. of Agri.

Want Bean Ass'n to Open Books to Members.

Suit to compel the California Bean Growers Ass'n to open its books for examination has been started by various members of that Ass'n in the Superior Court at San Francisco, Cal.

Complainants allege that the 1918 crop of beans is still held by the Ass'n and that no account has been made to the members.

As a result of this mismanagement and because growers are bound to the Ass'n by contracts members claim that that in spite of the present high price of beans and the good markets available, California' bean production is on the decrease.

FORTY-TWO steamship companies and freight brokers were indicted by the federal grand jury in New York on Aug. 30 under the Sherman anti-trust law. They were charged with eliminating competition in transporting certain freight thru the United States and foreign countries. It is also charged that this is accomplished thru the New Produce Exchange of which it is alleged the brokers and forwarders must be members.

CORN is conceded to be a domestic proposition entirely. Domestic supply and demand conditions are the governing price factors. Our exports are insignificant; we shipped but 2,500,000 bus. since Nov. 1st, 1919. Altho we have raised a large crop last year, scarcity at terminal markets has worked in favor of high prices. Demand at consuming centers has been sufficient to absorb the disappointing receipts, a condition more attributable to transportation than to the farmers' attitude. Official reports point to steadily improving transportation conditions. Western roads are reported to have issued an order for the immediate return of cars to western lines after unloading.—Simons, Day & Co.



WARNING TO SHIPPERS

The recent rains will make damp grain and all shippers should protect themselves against loss by using The Official Brown-Duvel Moisture Tester.

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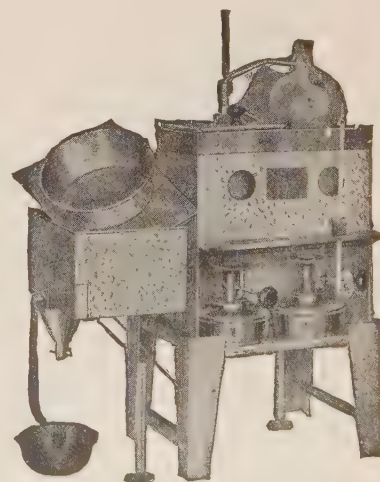
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Grain Carriers

GRAIN SHIPMENTS eastbound thru the Sault Ste. Marie Canals during August totaled 9,828,419 bus.

LACK OF CARS in which to ship grain is costing Texas farmers thousands of dollars daily, reports the Panhandle Plains Chamber of Commerce.

WESTERN RAIL officials in conference at San Francisco announce that the cost of living should not increase more than 2% because of the new rail rates.

FREIGHT CARS carrying grain and grain products loaded in the week ending Aug. 14 totalled 37,517 compared with 45,561 car loadings in the corresponding week of 1919.

IN APPLYING to the United States Shipping Board for increases ranging from 20 to 40% many lake carriers blame the high price of coal for the higher operating expenses.

NEW INTERSTATE freight rates in various sections of the United States are graphically shown in a map designed by F. Gordon Willis and distributed by the Moore-Lawless Grain Co.

FREIGHT LOADINGS for the week ending Aug. 14 were greater than any other week in this year or 962,352 cars compared with loadings in the corresponding week in 1919 of 832,439 cars.

GRAIN CAR LOADS was the subject of a hearing held before the Kansas Industrial Court at Topeka, Kan., on Sept. 1. Petitions requesting the hearing were circulated thruout Kansas by various farm organizations.

GRAIN HANDLERS at Boston walked out when the positions of striking cargo loaders were filled by strikebreakers. Steamship companies announce that the new grain handlers while slow are giving satisfactory service.

OPERATING STATISTICS recently made public by the Interstate Commerce Commission show that in 3 months ending March, 1920, large American steam carriers operated 103,079,000 net ton miles compared with 83,439,000 net ton miles operated in the corresponding period in 1919.

NEBRASKA CARRIERS have been given permission by the Nebraska Railway Commission to increase freight rates 25%. Carriers had requested a freight rate increase of 35% but the Nebraska Commission explained that carriers would get a reasonable return with the 25% increase.

A JOINT MEETING of public utilities commissions from Kansas, Illinois, Michigan, Nebraska and Iowa will be held in Chicago on Sept. 11. Among the questions to be discussed are plans for concerted action by states opposing increase in rates granted by the Interstate Commerce Commission.

LOWER LAKE grain rates will be requested of the Interstate Commerce Commission by various grain shippers and representatives of grain carrying railways. It is believed that the lower rate will encourage a maximum movement of grain on the great lakes which in turn will release many box cars now carrying grain between great lake ports and Buffalo.

AFTER HAVING cost the government nearly \$100,000,000 in guarantee American carriers were thrown on their own resources on Aug. 31. While taxpayers footed the bills the Memphis, Dallas & Gulf R. R. continued to operate. When the government guarantee stopped and the M. D. & G. had to pay its own bills, a 10% reduction in all salaries was ordered effective Sept. 1. When the employees all walked out and operations ceased a petition in bankruptcy was filed by the road's officials.

"LITTLE IMPROVEMENT has been shown in the condition of southwest carriers," is the announcement of W. R. Scott, mgr. Transportation Dept. Kansas City Board of Trade.

"CARRIERS have no authority to refuse reconsigning orders on grain to New Orleans because of an embargo at that port," announces Charles Rippin, traffic manager of the St. Louis Merchants Exchange. He explains that carriers may accept shipments and mark the B/L "Subject to delay on account of embargo."

IMPROVEMENTS totaling nearly \$762,000,000 will be made to 122 American carriers as a result of the recent rate increase according to the official information furnished by the Interstate Commerce Commission. Equipment to be purchased will include 1,800 locomotives, 22,000 open top cars, 30,000 box cars and 5,000 refrigerator cars.

SEVENTY-FIVE Illinois elevator managers held a meeting at Bloomington on Sept. 8 to confer with Commissioner Frank Funk of the Illinois Public Utilities Commission about the box car needs of Illinois elevators. A com'te appointed will go to Chicago and Washington and present the box car situation in Illinois to the federal government.

MISSOURI'S PUBLIC Service Commission on Aug. 26 authorized a 35% increase in interstate freight rates. The Commission provided also that Missouri carriers shall file a complete statement of earnings during the months of Sept., Oct. and Nov. under the new rates as well as to report on the persons and numbers carried free on Missouri railways.

THE EMPTY CAR situation while still far from satisfactory shows unmistakable signs of improvement. The entire country has been aroused to the imperative need of car supply and the freer movement of grain and coal. A lapse to the former deplorable status can be dismissed as quite unlikely and continued improvement may be expected.—Quinn-Shepherdson Co.

RATES of 41c per hundred lbs. on wheat shipped from Tucumcari, N. Mex. to Galveston, Tex., was the cause of complaint filed with the Interstate Commerce Commission by the State Corporation Commission of New Mexico against the Rock Island. Complainant claims that the rate was unreasonable because it exceeded 38c. A tentative report of the case states that the rate was unreasonable because it exceeds 38c. The report states that in the future the rate will be held unreasonable to the extent that it exceeds 38c.

PROPOSED ADVANCE RATE on corn meal was the cause of a protest filed with the Consolidated Classification Com'te at Chicago by traffic representatives of the following interested organizations and companies: American Corn Millers Federation; Louisville Board of Trade; Quaker Oats Co., Chicago, Ill.; Purity Oats Co., Davenport, Ia.; Aunt Jemima Mills Co., St. Joseph, Mo.; and Ballard & Ballard Co., Louisville, Ky. The com'te had proposed to change corn meal from Class C to Class D in southern classification territory.

BECAUSE of a shortage of equipment at Galveston the Interstate Commerce Commission issued an order effective Aug. 25, as follows: The carriers by railroad are hereby authorized and directed immediately to exercise the option provided by rule 11 of Texas Lines' tariff I. C. C. 66, and immediately to remove from the cars and store either in their own depot or warehouse or in some convenient and suitable public or licensed warehouse at or near Galveston at the cost of the owner so much of the grain now in cars, or as may in like circumstances hereafter be held in cars, upon tracks in Galveston subject to the application of said rule 11, as may be accommodated by such depot, or warehouse or by public or licensed warehouses; and that the cars so released shall be at once restored to transportation service.

ALLOWANCE for switching cars cannot be demanded from carriers when shippers desire to switch and spot their own cars is a recent decision of the Interstate Commerce Commission. An eastern casting concern asking for such allowance was told that carriers are not required to allow for such service even tho such allowances were made by carriers to other shippers not competing with the casting concern.—I. C. C. 500-2.

SPECIAL PERMISSION No. 50450, Note 4 was amended by the Interstate Commerce Commission on Aug. 21 to read as follows: On grain and grain products handled under transit arrangements the minimum weight from transit point will be the same as the minimum weight into the transit point, except, when a car of less capacity is furnished at transit point, in which case the minimum weight is applicable to such car of less capacity, will apply, or where the shipment from transit point consists of grain products, the minimum weight of such grain products from transit point will be the same as provided on grain products into the transit point."

ENGLAND'S GRAIN trade is gradually reverting to its old lines. The maize trade is again becoming concentrated in Liverpool, barley in the Bristol Channel and oats in London, whilst Hull and other chief ports deal impartially in all grain.—*Corn Trade News*.

STRIPE RUST which has developed in Alaska and which is thot to have been brought in to that country on imported Siberian wheat is to be studied thoroly by Dr. E. C. Stakeman who left recently for Alaska. Dr. Stakeman is a professor at the College of Agri., University of Minnesota.

Carriers as Well as Shippers Should Load Cars to Capacity.

IN urging carriers to be as careful about loading cars of company material to capacity as the carrier expects the shipper to be, the Car Service Com'te of the American Railroad Ass'n made the following announcement:

Attention of the commission on car service has been called to the fact that some railroads are ordering shipments of company material in less-carload lots when it is practicable and economical to secure such shipments in carload lots. This is not economical use of equipment.

Railroads should put forth the same efforts to secure capacity loading that is expected of other shippers, and to that end orders should, so far as possible, be so placed that they will insure full carload shipments.

Trucks Hustle Grain to Market.

C. W. Lamar, Salina, Kan., writes: The Western Star Mill received 61 loads of wheat. Sixteen of these loads were delivered by a truck and that truck was owned and operated in Salina, and was EMPLOYED by the wheat grower to deliver the wheat from the threshing to the mill.

The Shellabarger Mill & Elevator Co. says that during the busy harvest season, there was not to exceed 20 per cent of the wheat delivered in trucks. Most of the wheat delivered in Salina by trucks and trailers during the busy season in July, when threshing was first started, was wheat purchased by speculators and elevator men of the farmer on his farm, with delivery to the purchaser at the machine when threshed. At that time, wheat was selling from \$2.90 to \$3.00 per bushel in Kansas City, and in the scramble to buy grain to fill cars for immediate shipment, the speculators and grain men PAID 7½c a bushel for a five mile haul by truck. The reason they could afford to do this was that they were buying this wheat at forty or fifty cents per bushel under the Kansas City market.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. in a special Sup. to tariffs gives increase in rates effective Aug. 26.

I. T. S. in a special Sup. to tariffs gives the increase in rates effective Aug. 26.

A. T. & S. F. in a special Sup. to tariffs gives increase in rates effective Aug. 26.

E. B. Boyd in a special Sup. to tariffs gives increase in rates effective Aug. 26.

C. & A. in a special Sup. to tariffs gives rates on coal and coke effective Aug. 26.

C. R. I. & P. in a special Sup. to tariffs gives the increase in rates effective Aug. 26.

Pa. in a special Sup. to tariffs gives the increase in freight rates effective Aug. 26.

E. B. Boyd in a special Sup. to tariffs gives increase in rates on Illinois intrastate traffic, effective Aug. 26.

Western Freight Tariff Bureau in Sup. 2 to 1-O gives rules, regulations and exceptions to classifications effective Sept. 25.

C. & E. I. in Sup. 10 to 7725-B gives joint grain rates from C. & E. I. stations to points in Ind., Mich. and O., effective Sept. 1.

E. B. Boyd in a special Sup. to tariffs gives the increase in rates applicable on Iowa and Wisconsin intrastate traffic, effective Aug. 26.

C. & E. I. in Sup. 7 to 8625-A gives joint rates on grain and grain products from C. & E. I. stations to points in Ala., Ark., Fla., La., Miss., and Tenn., as shown in the amended tariffs, effective Aug. 26.

L. A. Lowrey in 20-K gives local and joint terminal charges, rules and regulations from or to points within the Chicago district on out-bound and inbound traffic freight, also rules governing intermediate service on freight traffic passing thru the Chicago district, effective Sept. 10.

L. A. Lowrey in a special Sup. to tariffs gives the increase in rates effective on Indiana intrastate traffic effective Sept. 1, and effective upon all other traffic Aug. 26.

C. & E. I., thru its general freight agent, E. S. Stephens, has issued a notice that suspends until Oct. 1 numerous effective dates on tariffs and supplements. Notice issued Aug. 26.

C. & E. I. in Sup. 6 to 8625-A gives joint rates on grain and grain products from C. & E. I. stations to points in Ala., Ark., Fla., La., Miss. and Tenn., effective Sept. 1.

C. & E. I. in a special Sup. to tariffs gives increase in rates effective on Indiana intrastate traffic on Sept. 1; on Illinois intrastate traffic on Aug. 26, and upon all other traffic on Aug. 26.

Erie in a special Sup. to tariffs gives increase in rates named on pages 10 and 11 of the tariffs and Sup. thereto effective on intrastate Indiana traffic Sept. 1 and effective at all other points Aug. 26.

C. & E. I. in Sup. 14 to 6639-C gives rules governing milling and malting in transit privileges on grain and grain products at C. & E. I. stations, effective on interstate traffic Sept. 1; on Ill. traffic, Oct. 1, and on Ind. traffic Sept. 1.

C. & E. I. in Sup. 18 to 8650 gives joint and proportional rates on grain and grain products, also cotton seed, cotton seed ashes and cotton seed hull bran from stations on the C. & E. I. to points in N. Y., O., Pa., W. Va., and Canada, effective Sept. 1.

C. & E. I. in Sup. 17 to 8650 gives joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes and cotton seed hull bran from C. & E. I. stations to points in N. Y., O., Pa., W. Va., and the Dominion of Canada, effective Aug. 26.

C. & E. I. in Sup. 4 to 622-F gives local, joint and proportional rates on grain, grain products and grain by products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (Hungarian and millet) and red top seed chaff from C. & E. I. stations, also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.) and Momence Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., O., Pa., and Wis., effective Aug. 26.

Trade Rules Effective on the Seattle Merchants Exchange.

Rules to be in effect until further notice governing the trading in grain on the Seattle Merchants Exchange are as follows:

Wheat, basis sacked—Seller shall have the option of delivering bulk at 7c per bu. discount. Re-sacks to be charged for at 15c per sack. Bad order sacks to be charged for at 5c per sack. Grade differentials shall be the same as adopted by the United States Grain Corporation last season. Smutty wheat is subject to scouring charge in accordance with schedules adopted by the Public Service Commissions of the states of Washington and Oregon.

Oats—Local No. 2 sacked shall be the basis of contract grades. Western No. 2 bulk shall be the basis of contract grades. Seller shall have option of delivering local oats in bulk at a discount of \$3 per ton.

Barley—Local No. 2 sacked shall be the basis of contract grades. Eastern No. 2 bulk shall be the basis of contract grades. Seller shall have the option of delivering local barley in bulk at a discount of \$3 per ton.

Corn—Eastern No. 3 yellow bulk shall be the basis of contract grades. Eastern official weights and grades with guarantee by the seller that corn must be "cool and sweet" on arrival.

Rye—Local No. 2 sacked shall be the basis of contract grades. Eastern No. 2 bulk shall be the basis of contract grades. Seller shall have the option of delivering in bulk at a discount of \$3 per ton.

Barley, Oats and Rye—No. 1 shall take a premium of \$1 per ton. No. 3 shall take a discount of \$1 and fifty cents per ton off No. 2. No. 4 shall take a discount of \$3 per ton off No. 2. No. 4 is applicable on contract at buyer's option only. Interest charged at the rate of 7% to be charged on drafts until three days after arrival of cars at terminals. In all trades on the "Board" either party to the contract, when called upon by the other, shall keep posted with 'The Merchants' Exchange, 25c per bu. on wheat and 10% on oats, barley and corn, based on daily bid market quotations of the Exchange.

ITALIAN WHEAT production for 1920 will be 4,000,000 tons, compared with an average yield of 4,800,000 tons according to the Italian Food Controller. Allowing 440 lbs. of wheat per capita for producer's families only 1,500,000 tons of Italian wheat will be left for market.



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NEW YORK
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Supreme Court Decisions

Oral Contracts.—A contract to sell goods, required by statute of frauds to be in writing signed by the party to be charged, rests in parol if he did not sign the memorandum of sale, and so no rule of evidence is violated by oral testimony of a term in addition to that in the writing.—*McCorkle v. H. K. Cochran Co.* Supreme Court of Arkansas. 222 S.W. 34.

No Recovery on Future Contract Where Both Intend to Settle on Differences.—A purchase of cotton futures is, under Penal Code, §§ 991, 992, invalid, and there can be no recovery by the broker on account thereof, where it was the intention of both parties that there should be no delivery of the cotton, but only a settlement on difference between purchase and selling prices.—*Brooks v. Peoples' Bank.* Supreme Court of New York. 183 N.Y. Supp. 243.

Sale of Future Crop.—Agreement to sell future crops, for which buyer agreed to pay specified price if delivered on or before certain date, held not void for lack of mutuality, notwithstanding provision giving buyer option, on delivery after such date, to either cancel contract or continue it in force; such provision being a mere statement of legal right of buyer in case of seller's default.—*Hogue-Kellogg Co. v. Baker.* District Court of Appeal, California. 190 Pac. 493.

Elevator Bond Does Not Cover Carrier's Negligence.—An indemnity bond, executed by an elevator company to protect a carrier from losses occasioned by the delivery of grain before the surrender of the bills of lading, is not breached by a proper delivery of a consignment, nor does such a bond protect the carrier from a loss resulting from its own negligence or from its own mistake.—*Omaha Elevator Co. v. C., B. & Q. R. R. Co.* Supreme Court of Nebraska. 178 N.W. 211.

Warranty of Variety of Seed Wheat.—Where wheat was sold for seed without any express warranty of quality or variety, and the buyer had opportunity to inspect it before he purchased it, a warranty of variety cannot be implied, though the buyer was unable to determine the variety by inspection, in the absence of showing that the seller knew of such inability or practiced fraud on the buyer.—*Horn v. Elgin Warehouse Co.* Supreme Court of Oregon. 190 Pac. 151.

Property Right in Discounting Draft.—Where consignor draws on consignee for the purchase money, and the draft with the B/L attached is indorsed or transferred to a bank which discounts the draft and places the proceeds to the credit of the consignor, a special property in the goods passes to the bank, subject to be divested by acceptance and payment of the draft, and superior to the rights of attaching creditors of the consignor.—*Frontier Nat. Bank v. Salinger.* Appellate Court of Indiana. 126 N.E. 40.

Purchase of Crop.—Where purchaser of crop of corn sent an advance payment therefor to crop mortgagee "to apply on purchase" of the corn, and the crop was a short one, so that the advance payment was, in fact, an overpayment in part, the crop purchaser was entitled to recover the amount of the overpayment from the crop mortgagee, under Civ. Code, §§ 1814, 1835, as to depositaries; the deposit being not a general deposit but a special deposit, that is, one limited to a specific and definite purpose, and the title not passing to the mortgagee as it would have done if the deposit had been general in its nature.—*Ennis-Brown Co. v. Richvale Land Co.* District Court of Appeal, California. 190 Pac. 1064.

Buyer Stands Loss in Transit on C. I. F. Contract.—Under a c. i. f. contract the seller fulfills all of his obligations by putting the cargo on board and forwarding to the purchaser a B/L and policy of insurance of the kind then current and customarily issued in the trade, and this constitutes a delivery by the seller, and title thereto passes to the buyer, even though it be stated in the contract that delivery is to be made at the point of destination, and even though the purchaser is not entitled to an actual delivery until a draft attached to the B/L is paid, notwithstanding Personal Property Law, § 100, rules 4 and 5, and sections 191, 103 (a), 108-110, 127.—*Smith Co. v. Moscahlades.* Supreme Court of New York, Appellate Division. 183 N.Y. Supp. 500.

Delivery without Surrender of B/L.—Under the Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. §§ 8604a, 8604aa), a delivery of the shipment by the terminal carrier, whether as a carrier or as a warehouseman, is part of transportation, and, though carrier is liable only as warehouseman, delivery without requiring surrender of the B/L makes the initial carrier liable to any holder of B/L injured thereby.—*Winget v. Grand Trunk Western Ry. Co.* Supreme Court of Michigan. 177 N.W. 273.

Federal Control Excuses Failure to Furnish Cars to Shipper.—Since the federal control of railroads was primarily to supply transportation needed for the great war, and only secondarily to supply such transportation for the public, the fact that cars were needed for shipments of the government is a defense to an action for breach of contract by the carrier's station agent to have cars ready for plaintiff at a stated time and place.—*Underwood & Sons v. Hines, Director General of Railroads.* Kansas City Court of Appeals, Missouri. 222 S.W. 1037.

State Statute Not Applicable on Interstate Message.—Where telegram sent to a point in the same state was transmitted by a route lying partly without the state, and where in so doing the telegraph company used the only route available, the sender on the company's failure to deliver the message, could not recover the penalty imposed by Burns' Ann. St. 1914, §§ 5780, 5781, the transmission of such telegram being interstate commerce, and the state statute therefore being inapplicable.—*W. U. Tel. Co. v. Bushnell.* Appellate Court of Indiana. 128 N.E. 49.

Damages for Failure to Furnish Cars.—In an action for damages for failure to furnish cars ordered, where there was a showing of discrimination and testimony from which the jury might have found that plaintiff purchased and sold hay f. o. b. at point of shipment, so that he was not put to any expense in loading cars at such point, or in transportation to destination, an instruction that his measure of damages was the difference in the market value of the hay at the point of shipment where cars should have been furnished and at point of destination was correct.—*Dickinson v. Robertson.* Supreme Court of Arkansas. 223 S.W. 12.

Custom to Close Trade when Margin is Exhausted.—In grain broker's action to recover loss sustained in trading in wheat for defendants in excess of the margin in broker's hands to defendants' credit, evidence held to prove a general custom prevailing in the grain trade whereby broker should have closed out trade for defendants on exhausting their margin. Where grain broker continued to trade in wheat for particular customers after the margin to the credit of such customers in broker's hands was exhausted, in violation of a specific agreement and a general custom in the grain trade to close out the trade on margin being exhausted, broker could not recover the loss sustained.—*Estes v. Garrison.* Supreme Court of Louisiana. 85 South. 63.

State Statute on Long and Short Haul Charge.—A charge of a larger sum for transportation of freight than is made for the transportation of the same commodity for an equal or greater distance over the same and connecting lines of road, under the provisions of section 8938, General Code, is an "overcharge" within the provisions of section 579, General Code, which gives the Public Utilities Commission jurisdiction to entertain complaints therefor upon the part of the shipper. Altho such freight charges may have been made in compliance with published tariff schedules filed by the utility, if the rates designated in such schedule are in violation of section 8938, General Code, such rates are unlawful and constitute an overcharge.—*C., C. & St. L. Ry. Co. v. Mills Bros.* Supreme Court of Ohio. 128 N.E. 81.

Carrier Liable for Negligent Delay.—While a carrier is exempt from liability if the act of God is the proximate and sole cause of loss, the carrier is liable if its negligence concurs in and contributes to the loss, as where negligent delay in a shipment produces a condition where act of God causes injury. Where the defendant carrier on receipt of a shipment of potatoes in December agreed to immediately deliver them to connecting carriers, but failed to do so for nearly a week, and the potatoes were damaged by freezing, the question whether the carrier's negligent failure to make immediate delivery of the shipment as agreed, concurred with the act of God, so as to make it liable held under the evidence for the jury.—*Merchants & Miners Transp. Co. v. L. J. Upton & Co.* Supreme Court of Appeals of Virginia. 103 S.E. 616.

Failure to Note Proper Routing on B/L.

Oswego Milling Co., Oswego, N. Y., plaintiff, v. Parker Corn Co., Kansas City, Mo., defendant, before Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of S. L. Rice, T. C. Craft and Frank A. Coles.

Nov. 25, 1919, plaintiff purchased from defendant two cars No. 3, or better, milo for December shipment at \$2.85 Boston basis. The plaintiff confirmed the trade by letter under date of November 26th, also giving shipping directions as follows:

"Please ship these cars via New York Central to Oswego, N. Y., for D. L. & W. delivery at Oswego. Notify Oswego Milling Co. at Oswego."

The contention of the defendant that as he sold the grain delivered Boston rate he had the right to ship via any line is not tenable. It is well recognized that grain sold Boston basis the buyer has the right and must give billing instructions and it is up to the seller to ship the grain in accordance with billing instructions furnished by buyer and if for any reason it is impossible for seller to bill as instructed he should take the matter up with buyer before making shipment.

Jan. 7 defendant billed car S. L. & S. S. 122673 as follows:

Order of Parker Corn Co., Oswego, N. Y.
Notify Oswego Milling Co., Inc., Oswego, N. Y.

Care of New York Central Lines, care of the D. L. & W. via St. Louis.

Jan. 9 plaintiff received invoice covering the above car and wrote defendant as follows:

"We do not understand from your routing just how this car is coming to Oswego. It will be necessary for the car to reach us via the New York Central Lines and be turned over to the D. L. & W. at Oswego. Unless this billing is very clear on the B/L the railroad company sometimes turn the car over to the D. L. & W. at Buffalo, in which case we lose our milling in transit privilege. To prevent any mixups on our cars we are writing you to make sure that your routing will insure the car reaching Oswego on the New York Central."

It is very clear from the evidence that the plaintiff wanted these cars routed to Oswego, N. Y., via the N. Y. C. R. R. in order to take advantage of thru rates with transit privileges at Oswego applying when cars were routed via N. Y. C. to Oswego. Billing instructions via connecting lines at destination are usual and customary for the purpose of effecting immediate delivery to connecting carriers or the saving of reconsigning or switching charges.

The defendants failed to note proper routing on the B/L and are therefore responsible for the loss accruing by reason of this omission.

We find for the plaintiff and direct that defendant pay amount of plaintiff's claim, \$102.49, and cost of arbitration.

TWELVE HUNDRED American steel ships are to be placed on sale by the U. S. Shipping Board is the announcement of Chairman William S. Benson.

The Neimeyer Elevator, Little Rock.

George Neimeyer was a pioneer in the grain trade of Little Rock. Neimeyer & Darragh was the style of the old firm organized around 1880, doing a retail business almost exclusively. Mr. Neimeyer and his firm grew up with the grain trade of his city, gradually expanding the business to a wholesale basis and adding feed mixing.

In July, two years ago, a stock company was formed to further increase the volume of business done by the George Neimeyer Grain Co. Mr. Guy Williams became Vice-President and General Manager of the firm, Mr. Neimeyer is President and J. C. Mullins Sec'y and Treas. The officers and stockholders of this firm also own the Marco Mills of Pine Bluff, Ark., and the management of the Pine Bluff plant is also under the direct supervision of Guy Williams.

The elevator of the George Neimeyer Co., a modern plant of reinforced concrete, will hold 40,000 bus. of grain, while the warehouse built in connection will accommodate 200 car loads. The daily capacity of the mixed feed mill is 180 tons, while the trackage facilities enable the plant to handle 10 cars daily.

The plant is electrically operated with five motors having a total of 250 H.P. The elevator has one receiving leg, Richardson Automatic Receiving scales, chop mill, oats crusher, Invincible Cleaner, sacking machines and mixed feed scales.

Supply Trade

LORD LEVERHULME says that the only kind of reserve fund which is worth anything is the kind which is secured thru advertising.

THE IMPERIAL BELTING Co., Chicago, Ill., has registered the word "Sahara" as its trademark, No. 121,901, for use on belting, hose and packing.

THE GRATON & KNIGHT Manufacturing Co., Worcester, Mass., has registered a circular device with the figure of a warrior in armor and the descriptive word "Spartan" as its trademark, for use on leather belting.

KANSAS CITY, Mo.—J. L. Tipton, formerly engaged in the mill supply business in this city and later engaged in the operation of mixed feed milling plants in this country and Canada, has been appointed southwestern representative of The Wolf Co. with offices in the N. Y. Life Bldg.

THE PRESIDENT or board of directors who cut out an advertising campaign without taking a referendum of their stockholders are doing a thing which is almost as unjust to the real owners as the man who wraps up the tangible assets of the company and takes a steamer for some unknown port in South America.—*Printers Ink.*

NEWARK, N. J.—In a decision holding that strikes to enforce a closed shop are illegal and contrary to public policy, Vice-Chancellor Backes recently enjoined the Internat'l. Brotherhood of Bridge and Iron Workers of America from going on a sympathetic strike and preventing completion here of a new plant. Other defendants were included in the restraining order. The vice-chancellor found that the underlying purpose of such strikes is to create a monopoly of labor, thereby in-

fringing on the right of employers and workers who are not members of labor unions.

Three Violations of Grain Standards Act.

Three violations of Section 5 of the United States Grain Standards Act are disclosed in recent findings of the Secretary of Agriculture who is charged with administration of the act. While in such cases the act provides for no penalty, the Secretary of Agriculture is authorized to publish his findings.

Scoular & Bishop of Superior, Nebr., contracted to sell a carload of No. 2 white corn to a dealer in Douglas, Ariz. The car was invoiced at the price agreed upon for No. 2 white corn, without stating the grade, and without forwarding the inspection certificate which showed that the corn graded No. 5 white according to United States Grain Standards. The receiver complained of the quality of the corn and forwarded samples to Scoular & Bishop and to the Secretary of Agriculture. The sample sent to the Department of Agriculture was analyzed and found to be No. 5 white corn, the same grade as that found by the inspector who had graded the carload before shipment.

Two cars of oats were shipped by the Webster Company of San Antonio, Texas, to Texas City, Tex., for export to Cuba in partial fulfillment of a contract calling for No. 3 clipped oats. The oats in these cars had previously been inspected and graded No. 4 red clipped by an inspector licensed under the United States Grain Standards Act. The Webster Co. withheld the inspection certificates and represented by means of invoices that the oats shipped were No. 3 clipped.

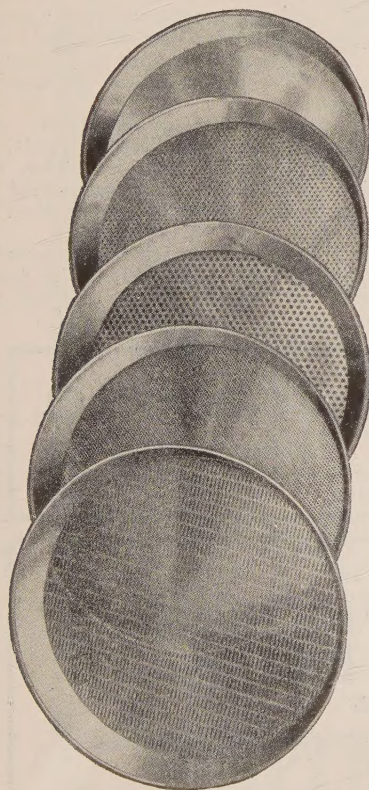
M. T. Cummings of Lincoln, Nebr., had contracted with a dealer in Morrowville, Kans., for one carload of No. 3 or better mixed corn. The car was loaded with 66,000 pounds of corn which was "out" inspected by

a licensed inspector and a grade of "sample grade mixed" assigned, the determining factor being foreign material and cracked corn. Mr. Cummings was informed of the grade assigned, but the car was invoiced to the purchaser at the contract price for No. 3 mixed corn. The M. T. Cummings Co. advised the purchaser by letter that "out" inspection had not been secured on the car and furnished an "in" inspection certificate showing a grade of No. 3 mixed, the grade assigned to the corn contained in the car on arrival at Lincoln, Nebr., with 91,220 pounds before being unloaded into the elevator. The Cummings Co. represented to the purchaser that the corn shipped was No. 3 mixed when in fact it had been graded sample grade.

Books Received

GRAIN DUST EXPLOSION and Fire Prevention Work, conducted by the U. S. Grain Corporation in co-operation with the Bureau of Chemistry, is outlined in a book recently published by the U. S. Dept. of Agri. Copies will be furnished upon application to the Dept. of Grain Dust Explosions, Bureau of Chemistry, U. S. Dept. of Agri., Washington, D. C. Paper, 160 pages.

PROCEEDINGS OF THE AMERICAN SEED TRADE ASS'N is the report of the thirty-eighth annual convention of the Ass'n, held at Milwaukee, Wis., in June. It is a comprehensive report, and includes much material of permanent value to the trade. In addition to the lists of officers and com'ites, constitution and by-laws, roll of members, and general order of procedure at the convention, the following interesting addresses, papers and reports are included: Express Matters, by Mr. McCausland; Nomenclature, by Mr. Stokes; Seed Testing Experiences, by A. L. Stone; The Fine Turf Grasses, by R. A. Oakley; Report of Special Advertising Com'ite; Report of Com'ite on Experiment Stations. Paper, 159 pages, C. E. Kendel, sec'y, Cleveland, O.



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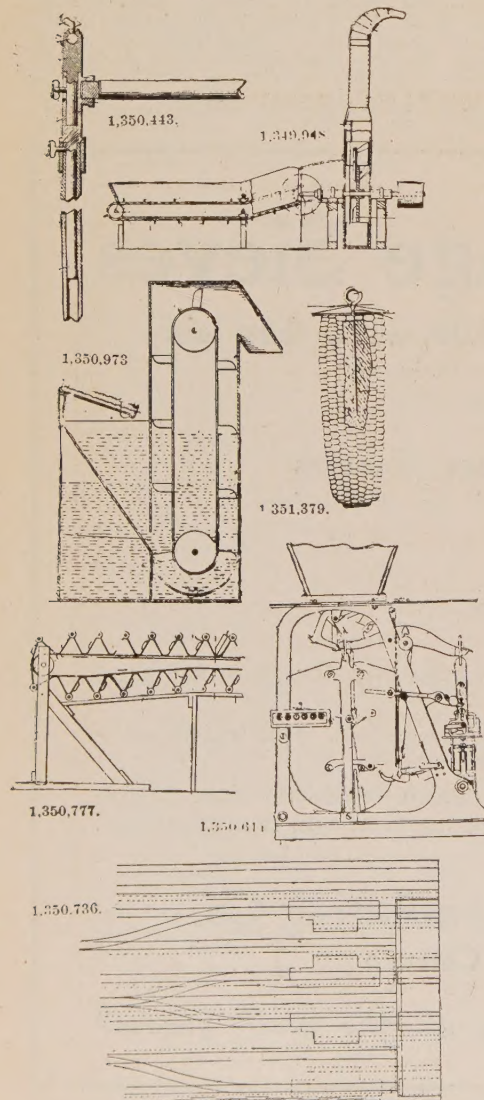
Did you get one of our **FREE STROKERS**, showing all the grain grades?

Patents Granted

1,351,379. Corn-Hanger. Clifton Elroy Gillett, Verdigre, Neb. This corn-hanger consists of an ear-supporting device and a conical shaped guard having an opening in its apex to receive the supporting device. This guard has a slot extending from the opening thru the periphery thereof, for the purpose of giving the guard flexibility. The slot is smaller in width than the diameter of the supporting device.

1,350,736. Grain-Unloading Process and Grain-Car Track Construction. Henry Richardson, Passaic, N. J. This combination provides a number of parallel tracks, with transverse tracks set at the end of the parallel tracks and extending across the same. A transversely movable table is mounted on the transverse track, adapted to convey a car from one to the other of the parallel tracks. Means are provided for lecting grain from the table during the movement.

1,350,777. Conveyor for Bags. Benjamin F. Brown, Fitchburg, Mass. This device has an endless traveling conveyor with rotatable drums at the ends of the runs, a series of regularly spaced bag supports pivotally connected with the conveyor, projecting therefrom at an oblique angle. These supports are provided with braces to keep them in the oblique angular position relatively to the conveyor when on the upper and lower runs, bearing rolls connected with each support. Over a fixed track beneath the conveyor the rolls travel when the bag supports are on the lower run.



1,350,443. Bag-Holder. Albert Edstrom, Duluth, Minn. This bag-holder consists of a pair of upright supports carrying a pair of heads which are adjusted vertically to the upper portion of the supports. The heads are connected by a cross bar, and support a pair of horizontal swinging arms. The cross bar carries bag engaging teeth. One of the arms has a spring controlling movement for locking the other arm in a predetermined position in respect to the cross bar, and against swinging movement in either direction. Means are provided for adjusting the effective length of each arm separately.

1,350,611. Automatic Weighing-Machine. Carl Kader, Hennef, Germany. This improved automatic weighing-machine for continuous use is made up of two oscillating closing traps of equal size. The larger trap affords the main entrance gap into the receptacle. The smaller trap provides a by-pass gap kept closed until the larger trap closes. Means are provided for coupling the two traps to each other so that the larger trap will open the smaller one by its overweight as it closes. Means are also provided for automatically uncoupling the two traps at the end of each weighing operation by the sinking motion of the receptacle, and means for automatically closing the smaller trap thru its proper weight at the end of each operation.

1,350,973. Seed-Separating Device. Winfield S. Jeffries, Great Falls, Mont. This seed-separating device is an outward casing including a housing, a tank and a compartment located between the tank and the housing, and communicating with the latter at the lower end. Above the compartment are means for feeding into the compartment grain to be separated. A conveyor within the housing operates to remove grain sinking thru a liquid in the casing. Means are provided for driving the conveyor; means driven by the conveyor driving means for operating the grain feeding means. An outlet pipe leads from the compartment, and a pipe leads from the outlet pipe into the tank. The feeding means, drive means for circulating the liquid thru the pipes and screening means are interposed at the juncture of the second pipe with the first pipe.

1,349,948. Grain Elevator. Waldemar E. Echterling, Crete Township, Ill. A blower shaft extends transversely thru the blower casing of this elevator, and supporting means for this shaft are provided. A discharge spout extends upwardly from the casing. A conveyor extends at an angle to the casing, this having an entrance opening. Within the conveyor casing is a conveyor having end shafts, on one of which a comparatively large friction disk is mounted. A smaller friction disk is mounted on the blower shaft and is adapted to drive the larger disk. The smaller disk is adjustable transversely of the larger friction disk to vary the speed of rotation thereof. Within the casing a blower is mounted on the blower shaft, this conveyor being adapted to convey material into the blower casing by way of the inlet opening thereof. A drive wheel is mounted on the blower shaft to be driven by suitable power.

COAL DROPPED at Baltimore late in August from \$20 and \$22 a ton to \$8.75.

Insurance Notes.

THE NATIONAL ASS'N of Mutual Insurance Companies will hold its annual convention at Boston Sept. 13-17.

THE COLORADO Insurance Department has ordered all fire insurance companies to decrease their rates 8%.

WILLIAM REED, the new sec'y of the Ohio Millers Mutual Insurance Co., has moved to Canton, O., to carry on his work.

A 20% REDUCTION in insurance rates where buildings and contents are of fireproof construction has been ordered by the Indiana Insurance Department.

OLD CHIMNEYS that become too hot for the hand are dangerous if they come in contact with wooden materials, warns the National Board of Fire Underwriters.

INSURANCE COMMISSIONER Travis of Kansas has announced that the Underwriters Grain Ass'n will not be allowed to do business in that state after Oct. 1 if any of the insurance is placed in unadmitted companies.

INDIANAPOLIS, IND.—On Nov. 1st next I will retire as inspector for the Millers National Insurance Co. after being with them for 18 years. My wife and I expect to travel in California, Washington and other western states. —J. H. Holt.

WINNIPEG, MAN.—The Grain Insurance and Guarantee Co. which has been organized by the grain trade has been licensed to write insurance of all kinds for the Canadian grain trade. The company, which has a capital stock of \$300,000, has established headquarters in this city. Officers of this company are as follows: Pres. R. T. Evans; vice-pres. W. H. McWilliams; and sec'y A. Thomson.

Austrian Grain Control Ends.

Governmental control of the domestic grain trade in Austria has been discontinued by an overwhelming majority by the combined vote of the Christian Socialist-Grosse Deutsch political parties.

The Socialists who have been fighting the government control declared that it was a reactionary measure in favor of the Agrarian League, an organization that encourages various kinds of governmental aid to farmers. A raise in the price of bread was predicted by the Socialists.

The farmers instead of marketing their grain during governmental control held it on the farms and caused a scarcity. They then sold their grain thru what was called the "left hand trade" at prices higher than the legal prices.

Food Controller Lowenfeld Russ, an advocate of government regulation of the domestic grain trade resigned when the bill that ended the grain control was passed.

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